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NOV 17th 1917

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Leslie's

Illustrated Weekly Newspaper

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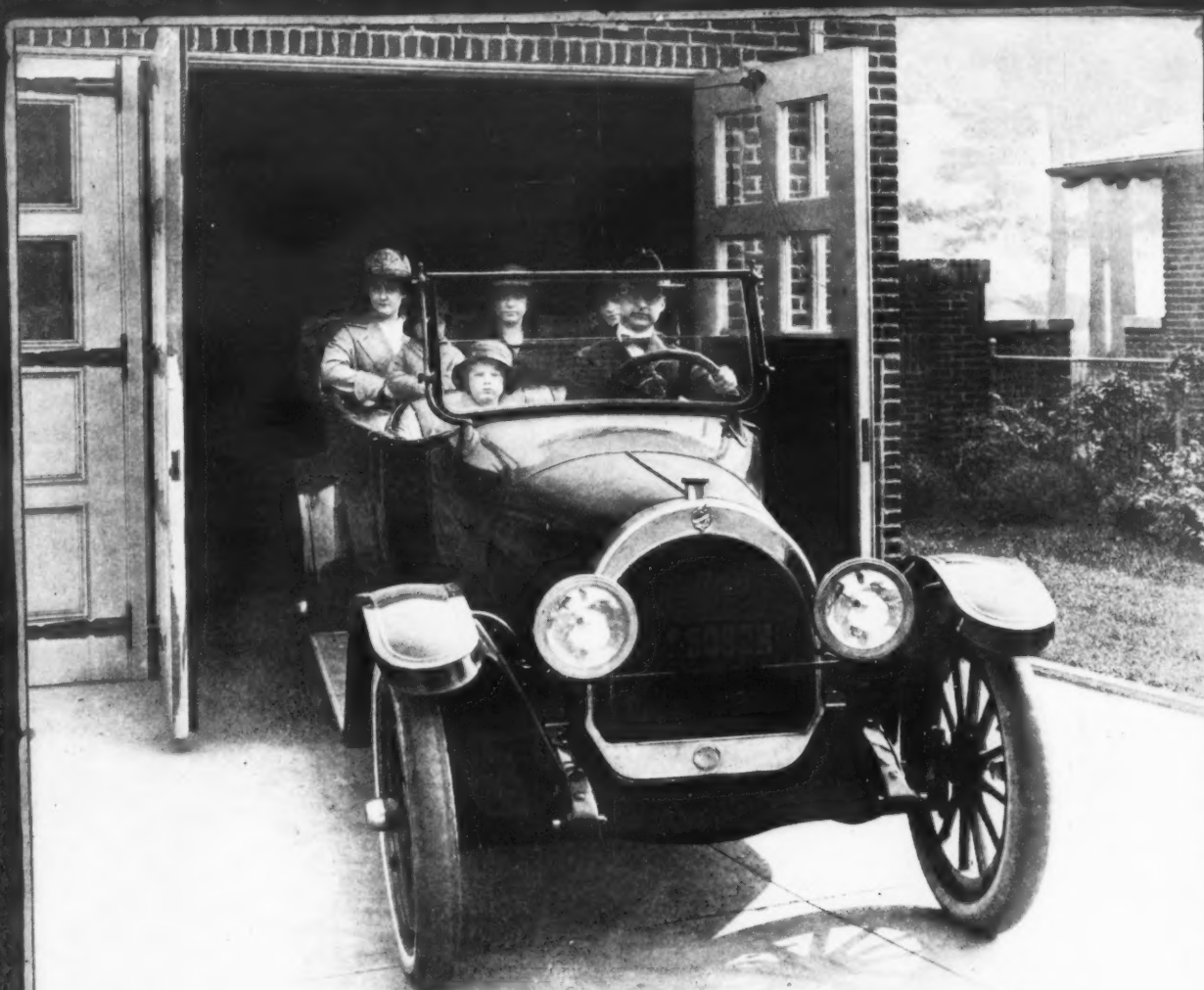
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DEALERS: Write for our profitable plan with all the sales details

Eugene Hutchinson



*The Controlled-key is
an exclusive feature
of the Comptometer*

That's the challenge of the Controlled-key to a slighted key stroke

ETERNAL vigilance is the price of Figure Accuracy. Make that vigilance mechanical and positive and you make it sure and easy.

The Controlled-key does just that.

If you fumble a key—do not get it clear down—the Controlled-key automatically throws in the Emergency stop, locking the keyboard.

Should the fault occur, say half way down the column, you don't have to cancel and add it all over again. Simply complete the unfinished stroke, touch the release key and go on. But until that is done, not another figure can be added.

Figured conservatively, the added efficiency of the Controlled-key, shown in comparative tests made by Comptometer users on their regular work against machines without this feature, averages close to 8%.

The knowledge of security afforded by the Controlled-key enables an experienced operator to go at top speed—without the strain of constant watchfulness against slighted key-strokes. The Controlled-key takes care of all that.

Under the protection of this safeguard, even the inexperienced operator has nothing to fear from a faulty keystroke.

The result is more and better work with less effort and expense.

How the Controlled-key takes up lost motion

A test between machines with and without the Controlled-key, on the adding and extending of 1750 payroll sheets, made under the direction of Mr. G. R. Lucas, Auditor, Jeffery Manufacturing Company, Columbus,

Ohio, showed a clear saving of $8\frac{1}{2}\%$ in favor of the Controlled-key.

In a similar test made by Mr. W. B. Evans, Chief Clerk, Corn Products Refining Company, Argo, Illinois, the extra efficiency of the Controlled-key was demonstrated to be 11.7%. Which means—assuming that the machine lasts only five years and salary of operator for that period is \$60 a month, or \$3600—a saving of \$421.20.

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17% better results from the Controlled-key Comptometer than from the non-Controlled-key machine is the rating assigned by a Freight Accountant of the Union Pacific Railroad.

CONTROLLED-KEY
Comptometer

Felt & Tarrant Manufacturing Co.
1729 N. Paulina St., Chicago

ADDING AND CALCULATING MACHINE

Close to the Front

Sketches for LESLIE's by C. LeRoy Baldrige of the American Ambulance Service



C. LeRoy Baldrige - France '17



A "H.O.E." (Hospital Orderly) French nurse, lately of Neuilly

Sketched in a "H.O.E." 5 kilometers from the front



Le Chausseur



C. Le Roy Baldrige a member of the American Ambulance service as he appears at his work behind the front. Though a young man, Mr. Baldrige has lived a varied and interesting life which gives him a rich background for his work as an artist. LESLIE's readers will be treated to Mr. Baldrige's wonderful sketches regularly.



A German Prisoner



Private Jones receives his fourth sweater sent from the fourth young lady knitting for the Red Cross



"For Sanitary Reasons"

LESLIE'S ILLUSTRATED WEEKLY NEWSPAPER

Edited by JOHN A. SLEICHER

ENTERED AS SECOND-CLASS MAIL MATTER, POST OFFICE, NEW YORK, N. Y.

Shall We Win or Lose the War?

THE burning question of the day is how to win the great war. We are in it for life or death. **We must win.**

There may be questions as to the military tactics that should be employed; there may be differences regarding the strategy of the navies of the Allies; but there is no questioning the fact that the war cannot be won without money.

Men, Munitions and Money are the three M's of the war, but men without munitions are helpless, and without money munitions cannot be had.

We fail to realize the appalling cost of the struggle into which we have been drawn. Few understood the grave import of the words of the British Premier on our entrance into the contest when he said, in effect, that **the responsibility of winning the war must now rest upon the United States!**

With enforcement of the new war taxes just beginning, we are learning that every one—high and low—must bear a part of the tremendous burden which the nation is carrying. With every tick of the clock, the war bill of the United States is \$46,000. It is over \$40,000,000 a day, more in one month than the entire cost of the Government for a whole year, before the war began.

For some reason, which, in due season, must be explained, our war bill for the first year of our entrance into the contest is estimated at over \$20,000,000,000, while for over three years the war bill for Austria is \$12,000,000,000, for Germany \$30,000,000,000, and for Great Britain only \$35,000,000,000.

We are piling up a war debt that if the war is prolonged will take a century to extinguish—a debt so stupendous that the interest charges alone already equal the annual cost of the Government a decade ago. **But the permanent peace of the world is worth the price!**

The people of the United States are ready to pay it. **They have a right to ask that, if they are willing to pay, they be given the opportunity to earn the money with which to make payment.** For this, no pleading should be necessary.

The money we must have! It must be earned, or it cannot be paid. If there is no money with which to pay the war bill, the taxgatherer may as well retire from business. Without funds, the supply of munitions, food and clothing for the army, of new battleships and new ships must diminish. Shall we be left as Italy was when, short of coal, munitions and guns, it fell a prey to the German tiger?

The heaviest burden of the war taxes rests very properly upon those whose incomes are greatest, which means upon the industrial and corporate enterprises of the country. We seem to be forgetting this important fact, for the fatuous policy is being pursued of fixing low prices for the products of mine and factory—but not of farm and cotton field—at the very time when England, pursuing the opposite course, is stimulating its industries to secure the largest production and the largest war profits and **taxing these profits to any extent to provide the revenue necessary to carry on the war.**

Great Britain realizes that profits should be large because the Government is demanding an output far in excess of the capacity of present establishments. These demands are most urgent. They must be met in the shortest possible time. New buildings must be erected and heavy investments made. These expenditures must come out of the profits, as well as out of new capital, for in times like these new capital is not easily supplied. After the war, these extraordinary expenditures will have little or no productive value and must be charged off.

As it is in Great Britain, so it is here. Instead of fixing a low price for coal, as we have done, with no benefit to the consumer, the British Government added a dollar a ton to the price and then levied a tax on nearly all of the excess war profits of the coal concerns. Unless the Government at Washington follows a similar plan, we fear the worst. **It is a time for constructive, not destructive, work.** It is the part of wisdom to learn by the example of others who have been taught in the light of a similar experience.

If the present high scales of wages are to be maintained, if our present extraordinary war expenditures are to continue, if capital is to be employed, if factories are to be kept busy, if arms and munitions are to be supplied, then the course of the Government is clear. It should not seek to cut prices. That means a lessened output, a cut in wages and a reduction of profits. **It should stimulate production in every line.** It should encourage the accumulation of profits and then it should take for itself, for the necessary sinews of war, not only forty, fifty or sixty per cent. of the excess

war profits, but all of them, if necessary to win the war, **for the war must be won at any sacrifice.**

Regardless of the cost of production, or the amount of profits, the pressing necessity is to produce quickly and in overwhelming amounts the raw materials and finished products so urgently needed by all the Allies. All other considerations are insignificant compared with the one important demand for war material.

How shortsighted to adopt a policy which hampers production. The Government might well afford to subsidize every industry that bears directly on the war in order to secure a maximum output rather than to sacrifice the smallest fraction of the vast productive energy we must have to meet the needs of the Allies. A subsidy is unnecessary, but the fullest opportunity must be given the producer to produce.

He cannot produce to anything like full capacity if he is tied hand and foot at the mouth of the mine, at the side of the forge, at the door of the factory, the refinery, or the packing house, by price restrictions that leave no margin for intensive development and expansion.

Under such conditions, he becomes a fisher without a net, a kite-flyer without a string. His productive capacity becomes inelastic and too weak to support the ever-increasing load that he must carry to meet the demands of a critical situation.

On the other hand, prices that give a generous margin of profit **will encourage expansion, maintain high wages and increase the output.** In the end, the producer need not be permitted to make one cent more of personal gain, for the Government has ample power to requisition his increment by levying heavy taxes on his excess war profits. Under this system, now and after the war has closed, the country will have the benefit of solvent and growing industries, instead of partly shut-down or abandoned plants.

Unless the United States is ready to accept extreme Socialistic measures with governmental control of all industrial fields, it should adopt a more generous and elastic policy. Such a policy would result in a wealth of production impossible under the system which Washington apparently favors.

Keep labor busy at good wages. Keep capital employed at a good profit so that both can be guaranteed the necessary resources with which to meet promptly and fully the heavy burden of war taxes, no matter how much heavier they may become.

In this time when every patriotic citizen is eager to support the President and to uphold his administration, it is unfair to him to keep silent regarding a very serious situation, one which in the minds of the most thoughtful men in banking and business circles is regarded as extremely critical and **full of danger.** In no spirit of censure and far less in a spirit of partisanship are these words written.

It would be surprising if mistakes of judgment were not made in solving the perplexing problems which have been suddenly thrust upon the Administration. We have had to prepare for participation with our allies on battlefields three thousand miles away. It has been necessary to create an army, to train, supply, transport and feed it, furnish it with munitions, look after its sick and wounded, and build ships, battleships, destroyers and submarines.

Necessarily the outlay is appalling. It must go on, and it will go on, until the war has been won, even if we must fight with only England and France as our remaining allies, or if we must fight alone, **for we are in this war to a finish.**

All the more reason, therefore, why we should fight it on broad principles—without narrowness, without partisanship, devoid of the Socialistic spirit that would array class against class, section against section, and poverty against wealth.

The time has arrived when we must begin to measure the weight of the terrific burden of war and to plan deliberately with keenest foresight to meet it no matter how heavy it may be and no matter how many Liberty Loans it may require.

How long will the war last? Nobody knows. Everything now depends upon the United States. We must carry the white man's burden in grim earnest. Unless we act with prudence and see to it diligently that our tax-bearing resources are preserved, the war will last longer than most of us anticipate. Shall we prolong the suffering and slaughter by insisting upon an ill-conceived and ruinous fiscal policy, or shall we courageously acknowledge mistakes, retrace false steps, and start anew in the light of reason and experience?

Without money the war is lost!

JOHN A. SLEICHER.

Germany Breaks the Italian Line



PAUL THOMPSON

Late in October, the German general staff came to the aid of Austria and concentrating a vast army of Germans, Austrians, Turks and Bulgarians on the Isonzo front, broke the Italian line and drove back Cadorna's troops to the Tagliamento River. Italy's losses at the end of the first eight days' fighting were put at 180,000 troops, while killed and wounded brought the total to 200,000 men. Germany claimed that 1,500 cannon fell into her hands in these dark days. Udine, the most important railroad base in northern Italy, was occupied by the Germans before the Italian army could gather sufficient strength to make a stand against the further advance of the invaders. At the Tagliamento River the Italian Army has been massed to oppose the Germans. In the picture above Austrian infantry are crossing a mountain stream in the Italian Alps.



PAUL THOMPSON

The engineering feats of the Italian army in the Alps are among the wonderful accomplishments of the war. Great guns of the type seen here have been carried to mountain peaks that were seldom scaled by even the bravest of Alpine climbers. Wonderful military roads have been built and railroads constructed to form military transportation systems. And now all this work is in the hands of the German-Austrian armies.



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This Italian transport column is taking supplies and troops to the front. The motors of these trucks are of a very powerful type in order to traverse the steep grades of the mountains. Thousands of these trucks were running night and day during the Italian retreat to save as large a percentage of supplies as possible and it is said that the Italian retreat caused traffic congestion of a magnitude greater than the world had ever before seen.



Out in Garwood, New Jersey, subscribers to the Liberty Loan got an extra good run for their money, for they were given an opportunity to hurl a brick at "The Him of Hate" which appeared as LESLIE'S cover for Oct. 27th.

TWAS twelve o'clock noon, of Saturday, October 27th last. At the top of the steps of the United States Sub-treasury Building at the junction of Wall and Broad Streets, New York City, and directly beneath the heroic statue of Washington, stood a bishop of a great church, with a sharp wind from the bay whipping his robe and playing through the white locks of his bared head.

Behind him to the right hung a monster dial, its hands indicating the progress being made by the American people in their efforts to over-subscribe the second Liberty Loan, and on either side of him was a band. Raising both hands high in the air to focus the attention of the thousands who stood packed shoulder to shoulder in the streets beneath him, he smiled and said: "We will sing The Star Spangled Banner." Instantly the musicians struck up the tune, and as the first notes rang out, the head of every man and boy within hearing distance was uncovered.

And they sang, those men and women, bankers, brokers, clerks, stenographers, office boys and men from the not distant docks, with a fervor which sent the national anthem rolling through the surrounding thoroughfares in mighty volume. And they sang their country's hymn of liberty not once but many times, and then gave three mighty cheers. Immediately afterward the work of selling the bonds in the streets was continued, but with rekindled zest.

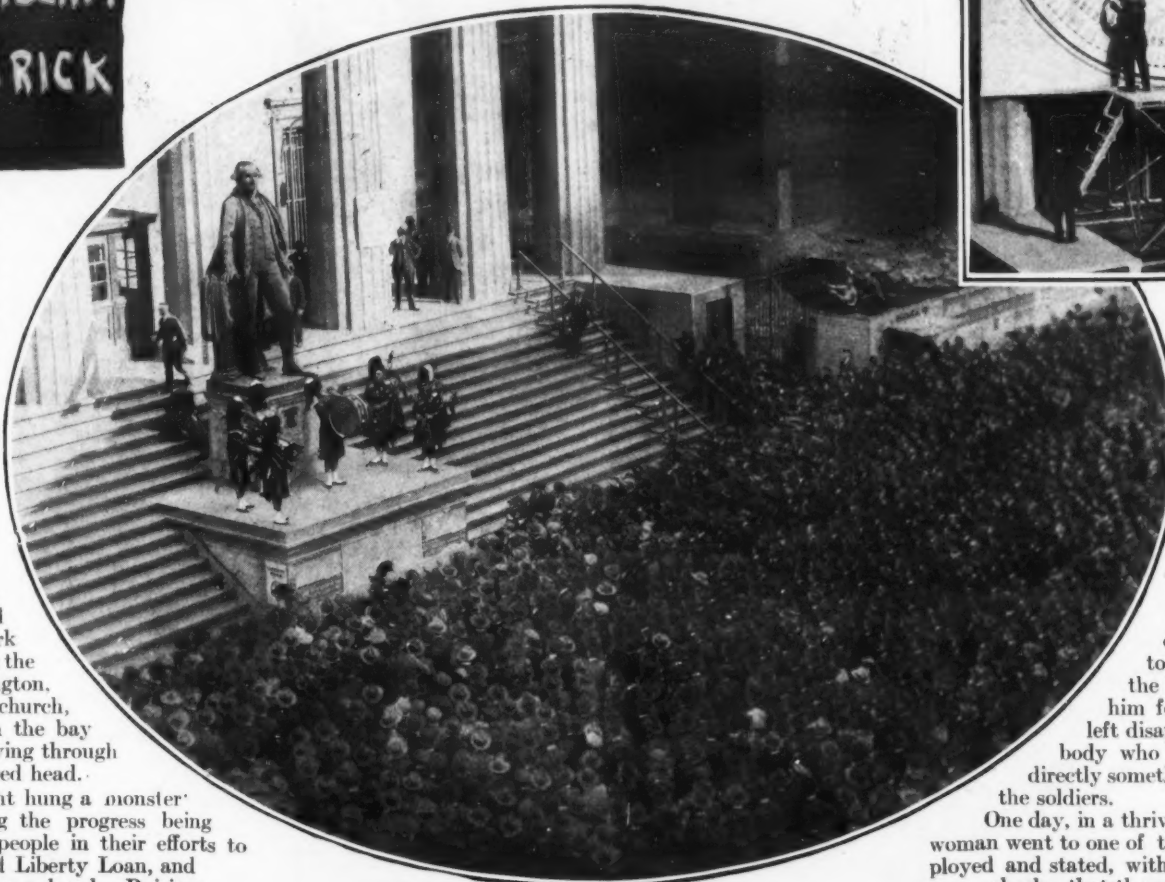
The incident was but one of thousands which marked the great Liberty Loan campaign throughout the country, but was particularly significant because of its impressiveness and surroundings, for it took place in the very heart of the world's greatest financial center and within a day or two after a member of the nation's Congress had charged that the leading men of this district were withholding their full support from the campaign. It was an unjust charge, made by one utterly unfamiliar with actual conditions and the fact that for weeks, almost night and day, the bankers and brokers of the metropolis, and their assistants, even to the office boys, had been working with rolled-up sleeves to make the second Liberty Loan one to mark an epoch.

And following that mighty meeting below the statue of the man who did most to bring the boon of precious liberty to this nation the men and women of the metropolitan financial district put on an additional burst of speed and by the time the stupendous campaign closed it was realized that New York, like practically every other patriotic section of the United States, had done more than its bit, that the world's financial center had gone over the top within a comparatively few millions of doubling its allotment on the \$3,000,000,000 basis.

Turning the Bank Book Over to Uncle Sam

The Unusual Side of the Liberty Loan Campaign

By EDWARD A. GOEWEY



WALL STREET AND THE LIBERTY LOAN

The Scotch pipers are standing at the base of the Washington statue in front of the Sub-treasury at the head of Broad Street, playing to a vast noonday crowd.

These, however, were but outward incidents of the campaign which the men in the streets could see and note. But few, except those actually on the inside and assisting in operating the levers which at all times kept the Liberty Loan campaign machinery going at full speed, realized the thousand and one details which had to be accomplished weekly to make the effort a success.

Every Federal Reserve Banking District in the country did its full share of the great work, but the busiest place from coast to coast throughout the drive unquestionably was the publicity department of the New York district, located in one of the great structures in lower Manhattan, within a stone's throw of "the Street." It was at all times a scene of activity which would make the efforts of the inmates of a beehive look like play by comparison. The huge staff, composed largely of newspaper men of unusual skill and long experience, was called upon to provide a large part of the country with information and literature of all kinds, interview an army of persons daily, and sort from the countless suggestions offered those which could be of use.

To this headquarters came hundreds of posters, thousands of cartoons, wagon loads of verses and innumerable stories, and it was harder than the work of any day laborer to separate the wheat from the chaff in this mass. Many of the tales sent in by the correspondents of the district, which never have been printed, are well worth the telling, for they show the "other side" of the Liberty Loan campaign—the one with which the general public is unfamiliar.

One day a foreign-born workman who spoke but little English entered a bank in a small city, placed bills of various denominations totalling \$100 before the cashier and asked for a Liberty Bond. It was given to him, and as he placed it in his pocket the cashier asked him if he knew all about it and what the attached coupons were for. He answered that he understood



The Liberty Loan clock on the Sub-treasury, New York, which held a large crowd during the daylight hours throughout the entire campaign.

fully, that he owned a bond which some day he could sell but in the meantime was to pay the Government four dollars a year. The cashier finally made the bond purchaser realize that he was to pay nothing more, but that the United States was to pay him four per cent. annually; he left disappointed, saying that everybody who didn't fight ought to pay directly something toward the support of the soldiers.

One day, in a thriving suburban town, a chore woman went to one of those by whom she was employed and stated, with tears streaming down her cheeks, that the railroad company which employed her husband had told him that he must purchase a \$100 Liberty Bond "to keep the war going." He would be willing, she said, to pay \$25, but he couldn't possibly afford the larger sum. The mistress explained all about the Government bonds, that their purchasers sacrificed nothing and that upon each bond four per cent. interest would be paid annually. The woman, delighted at the new phase of the situation and particularly that she would receive a half per cent. more yearly on the bond than upon her savings in the local bank, hastened home and soon led a delegation of her neighbors to the office of the railroad company, where the bonds were being sold.

In many places there was considerable rivalry as to who should obtain the first bonds issued in the neighborhood, but the fortunate ones usually were persons with bank connections. At Albany, N. Y., a firm of Italian shoemakers, doing business near the railway station, showed unexpected forethought by arranging for the purchase of a \$100 bond of the second series as soon as the sale of the first had been completed. They obtained the first bond given out in that city of the second loan, pasted it up in their front window and thereby attracted the attention of thousands to whom they previously were unknown, but who made special trips to see the precious bit of paper.

A clerk in a grocery store in a Connecticut town walked rather sheepishly into the local bank one day and going to the cashier said: "I want to buy a \$100 Liberty Bond as an investment for my son, and I want to pay for part of it on time."

"But, Jimmy," said the bank official in surprise, "you've only just been married. You have no son."

"I know," was the answer, "but some day we'll have a baby and my wife and I hope it will be a son. Anyway, I want to buy a bond for our first child, whatever it is."

He got his Liberty Bond.

An elderly woman, the resident of a New Jersey

(Continued on page 702)

The Roll of Honor



James Wilson Gailey, of the American Field Service, who died on the day he won the war cross, was killed while removing wounded from the field. He was a member of the class of 1917 at Princeton. His home was at New Park, Pennsylvania.



John Prentiss Poe, Jr., class of 1895, famous football player and soldier of fortune, was killed in action in France on September, 1915, while serving with the Black Watch, famous among British regiments. "Johnny" Poe previously served in the Spanish-American war, the Philippines and in several South American revolutions.

The pictures of seven of the nine men from Princeton University who have given their lives in the great war are reproduced here. Lawrence Dean La Monte and James Sanford Price also have given their lives in the struggle.



William John Hallimond, of the class of 1910, was reported missing after the battle of Ypres, 1915, and has not been heard from since. He was a lieutenant in the First Canadian contingent.



Second Lieutenant Warden McLean, of the class of 1912, died at Chattanooga, Tennessee, from injuries received in the performance of his duties at Fort Oglethorpe. His home was in Philadelphia, Pennsylvania.



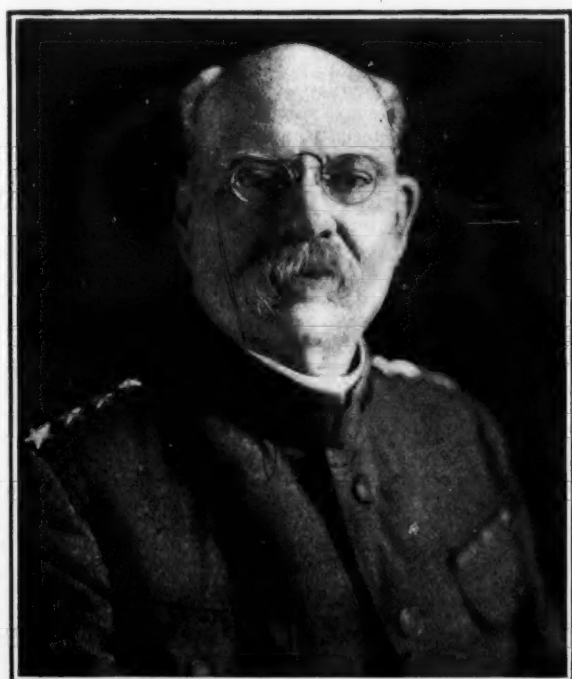
William Rogers Beal, of the class of 1918, was killed in France in a railroad accident. He was in the ambulance service on the Verdun front and was on his way to Paris to be decorated for bravery. His home was in Pittsburg, Pennsylvania.



John Verplanck Newlin, of the class of 1919, was wounded by a shell in the performance of his duties in the American Field Service and died two days later. He had been twice decorated for bravery. His home was at Whiteland, Pennsylvania.



Jesse Benedict Carter died from a sunstroke received at Bologna, Italy, while he was engaged in Red Cross work. He was a member of the class of 1893 and the director of the American School for Classic Studies in Rome. He had received many decorations.



General Tasker H. Bliss, Chief of Staff of the United States Army. General Bliss is wearing the four stars of a general. General Bliss and General Pershing are the first officers to rank as "General" since the death of General Sherman.



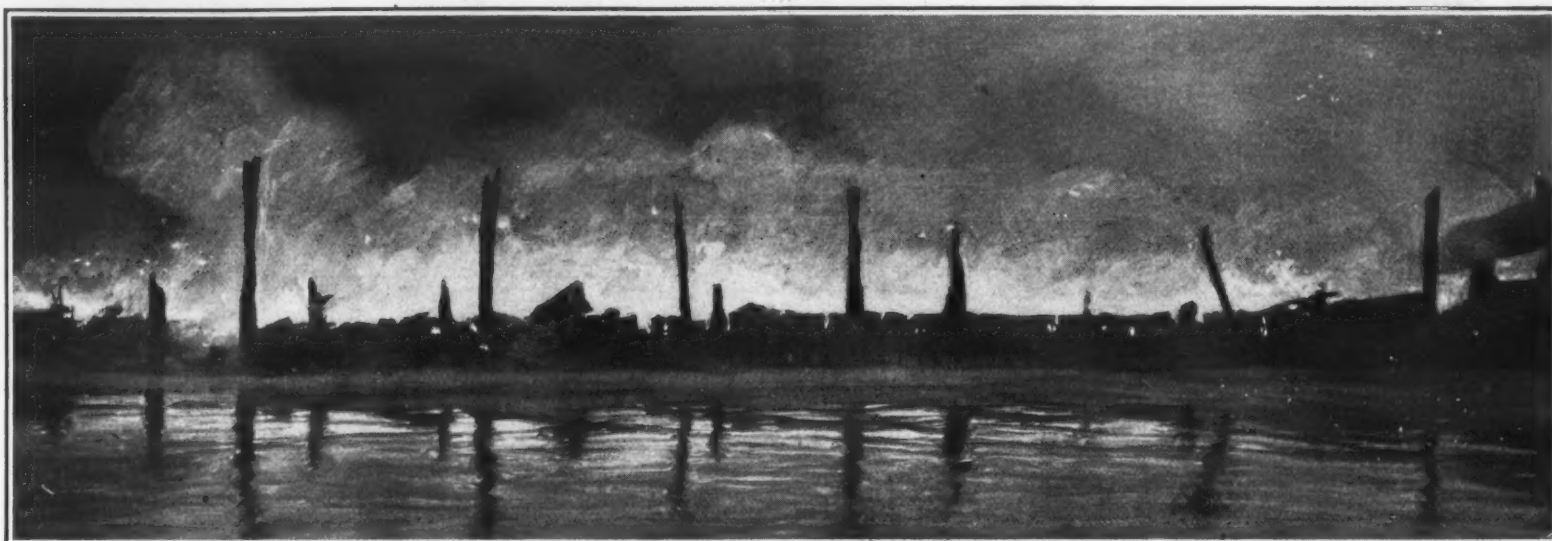
Osmund Kelley Ingram, gunner, was drowned when a German submarine torpedoed an American destroyer in the war zone on October 18. He was the first American sailor to die in battle on a warship. His home was in Pratt City, Alabama.



O. L. McClellan, of New Orleans, Louisiana, who served several terms as State senator, has joined the Foreign Legion, though 64 years old. Senator McClellan is at the left. At the right is Private Hass, 19 years old, who enlisted in the Legion in 1914. His home is in Detroit, Michigan.

A Week of the War

By HENRY FARRAND GRIFFIN



THE GERMAN HAND IN AMERICA

The secret service believes that the great Baltimore and Ohio railroad and dock fire at Baltimore on October 31 when over \$5,000,000 damage was done to shipping and munitions was the work of plotters who are organized to assist the U-boat

campaign by destroying foreign shipments and harbor facilities. Two arrests were made directly after the fire. The picture shows the blazing water front at the height of the fire and before it was under control.

Germany Strikes at Italy for Peace

ONCE more the Allies are too late. Too late! That has been the epitaph of so many high hopes entertained by the Allies during this great war. They were too late at the Dardanelles. They were too late to save Serbia. They were too late in Rumania. Now they are rushing men, guns, munitions, coal and money to Italy—and once more too late. It is idle to minimize the seriousness of the situation in Italy. It is a good deal worse than the loss of 180,000 men and 1,500 guns—although that in all conscience is bad enough. It is worse than the loss of every foot of territory the Italians had conquered in months of fighting. The worst of it will be its effect upon the morale of the Allied peoples. It is plain that Germany has staked everything in a desperate effort to force Italy into a separate peace. As a fighting force, Russia is already out of the war. If Italy can be reduced to a similar harmless state, Germany will have a much better chance of holding out indefinitely on the Western front. We can see now that the motive of Germany's great drive against Italy is political as well as military. Even the veil of censorship has not prevented us from knowing that all was not well in Italy and we may be sure that the Germans have had even more accurate information. Strikes, rioting, threats of revolution, shortage of food and coal played as great a part in the Italian collapse as the furious attacks of the Austro-German armies. All of this, the leaders of the Allies have known, and the Italian Government long pleaded in vain for the coal, iron, food supplies and financial support necessary for Italy's effective conduct of war. Italy had to have these supplies from the Allies, as she has practically no resources in coal or iron, and it was a very short-sighted policy on the part of the Allies that permitted General Cadorna to expend his munition reserves in his recent offensive without a continuous replenishing flow of the materials of war. All of these things were made clear by the Italian Government to the Allies, but once more no action was taken until it was too late. Now we hear that the American Government is extending credit of hundreds of millions of dollars to Italy and that France and England are rushing men, munitions and supplies to the south, but as in the case of Serbia and Rumania it is too late to prevent the serious blow to Allied prestige resulting from a sweeping German victory.

Italians Rally for a Stand

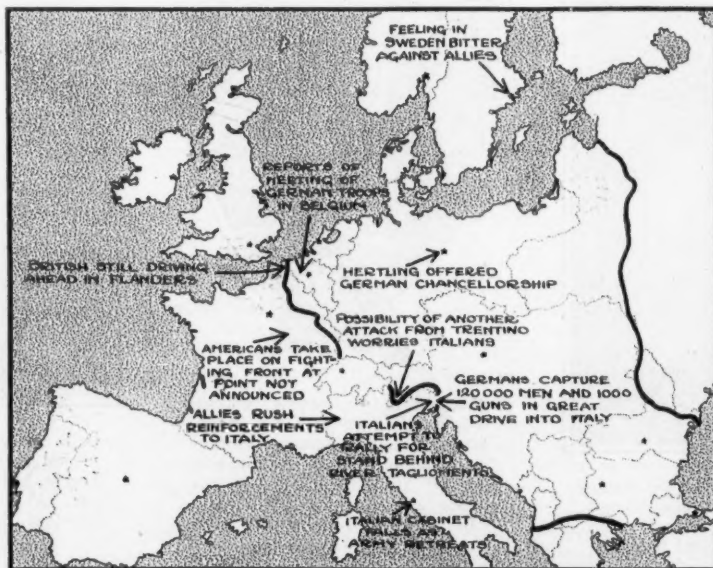
In the actual military situation, the chief question is now where the Italians will be able to make a stand. They have lost all of

their recent gains toward Trieste—they have lost Gorizia and the surrounding heights. They have lost Udine where General Cadorna had his headquarters. In fact, the German and Austrian armies have succeeded in driving them well out of the mountains and into the Venetian plain. The next practicable line of defense for the Italians seems to be along the River Tagliamento. Even this line is in danger from the north where the Germans were making strenuous efforts to outflank General Cadorna from the Carnic Alps. Should they succeed in crossing the Tagliamento in its upper reaches and drive south behind the Italian line, another retreat would undoubtedly be necessary to the next practicable line of defense along the Piave River. An added source of worry to the Italian leaders was the possibility of a second great Austro-German offensive from the Trentino. It will be recalled that the Austrians at one time came near driving down from the mountains of the Trentino into the lowlands. If they should make the effort again and succeed, they might force a general Italian retreat out of all northeastern Italy that would certainly yield Venice to the enemy and might endanger other great Italian cities. The question, of course, is whether the Italian army could endure such successive reverses and retreats without complete demoralization and disintegration. Italy has already suffered tremendously heavy losses in prisoners, and, even more important, in artillery. At the same time, it is probable that the arrival of French and British reinforcements

and artillery will tend to prevent a complete collapse of the Italian defense. We must also consider the internal situation in Italy. One of the first results of the German victory was the fall of the cabinet, already threatened by revolutionary activities of the Socialists and general dissatisfaction with the food shortage. For the time being, the national danger seems to have reunited all factions. It remains to be seen whether this situation will long continue. Unquestionably Germany's intention is to force Italy into a separate peace, and we may be sure that peace offers will be made to the Italian Government simultaneously with the victorious advance of the Austro-German armies. We have no reason, indeed, to believe that the Italian Government will entertain such offers, but the fact that they will be made is a mighty good reason for the Allies to rush all possible support in men and materials to Italy. A mystery that remains to be solved, is how the Germans and Austrians could have concentrated undetected the great forces in men and guns which gave them such overwhelming superiority over the Italians. In these days of aerial reconnaissance, it seems as if the Italian higher command should have had better warning of the impending blow. The fact seems to be that the Austro-German offensive took the Italians almost wholly by surprise. It is now apparent that the recent German land and sea operations in the Baltic were largely in the nature of a feint, and the shortening of the German lines before Riga, as suggested in these pages last week, was obviously effected for the purpose of releasing reserves for the Italian offensive.

In France and Flanders

We may expect to see even more energetic offensive operations on the part of the Allies in France and Flanders for the purpose of relieving German pressure in Italy. However serious the military situation in Italy may be, it does not lessen the danger to the German lines in Flanders. The British are still pounding their way stubbornly forward and the success of the recent French offensive in the Aisne will undoubtedly prevent the Germans from denuding the rest of their Western lines of men to throw into the breach in Flanders. The first American troops have also taken their place on the fighting front, although the War Department has not yet announced the exact point at which they have taken station. It is more than likely that the seriousness of the Italian situation will result in American troops going into action sooner than expected. Many observers expect to see fighting flare up soon from Switzerland to the North Sea. Some part of the reserves will probably have to be diverted into Italy.



NEW SALIENTS ON THE MAP OF EUROPE

FIFTY-THREE years ago—the year of the Battle of Gettysburg—an undersized though stocky youngster of thirteen followed his parents down the gangplank of the London packet and plunged into the New World, as represented by the East Side of New York, to take up the trade of cigar-maker at the bench beside his father.

Today that little cigar-maker is the director of the nation's labor—our Minister of Labor, without the title or the emoluments, but with the hearty sanction of the self-respecting working man and the honest employer. As a great manufacturer expressed it: "As long as Gompers holds the helm of labor, the country will be safe."

Samuel Gompers, the cigar-maker of the Civil War, has developed with the years into this leader of laboring men—not as a ranting demagogue (he has the potentials of a demagogue) but, steering marvelously through a maze of conflicting ideas, he has made himself a national constructive force. He has thrust aside the class propaganda of union labor, in which he lived and had his being, and emerged with the clear, wide vision that unless this war be won by the United States, nothing else will be of moment.

When war cast its shadow on the land, Debs and his ilk were calling on laboring men to strike rather than serve; the congeries of I. W. W. hoodlums and the misleaders of labor, such as Maurer of Pennsylvania and Panken of the New York East Side, were mouthing for German peace; the riff-raff of professional labor leaders—who call themselves labor advocates because they have never labored—were taking advantage of the times to advance German socialism or plain, unbridled anarchy, and when the working men were beginning to listen to their factless pleas, Gompers came out squarely for American rights, for a peace only that preserved honor, and for the military readiness of the country. When war was declared he brought labor together into a pledge of unqualified support of the war policies of the United States.

The pledge was something—a very big something, but the fulfillment of the pledge is a matter of the nicest difficulty. The great American workman has all but vanished from the earth; the labor of the United States is today performed by aliens or by citizens who were born in Russia, Austria-Hungary, or the Balkan States; The English, Irish, or even German workman is comparatively scarce except in certain trades. We forget that labor today is not native-born and that its ideas of the United States and the ideals of the democracy are too often but vague, and that it still has much of the destructiveness toward government which characterizes the working people of the backward monarchies. To keep labor in line means to combat socialism, anarchy, and the thousands of agitators who live by the virulence of their tongues and the extravagance of their promises. Dealing with labor today is a very different matter from what it was during the Civil War, when the raving, roaring, blood-lusting radical was properly regarded as a lunatic and usually kept in a padded cell instead of being permitted to caracole on a soap box.

It has become a cant phrase that war today is won by the man in the shop. Unless the munitions, the supplies—unless all the multitude of the needs of war—keep flowing in an unbroken stream, the boys at the front must perish. Someone has calculated that every man at the front requires five men behind the line, but, whatever the proportion, certain it is that the production of the United States must be double, triple, perhaps quadruple what it was before and that every machine must keep turning for the soldiers of Uncle Sam and his allies. These machines cannot turn without labor. The working man is the keystone of the war arch. Gompers is holding that critical stone in place.

Everyone knows Samuel Gompers—at least by name—but either the war has given us a new Gompers or we did not know the stuff of which our old friend was made. We have known him as the incarnation of the spirit of union labor, as a man who lived in terms of union labor and whose every activity was for the American Federation of Labor of which he has been the president, excepting a single term, for the past thirty-five years. We have marveled that any man could hold down such a tumultuous job for so long and retain always the same enthusiasm for the work. Of his work generally the non-union public has had some doubts; we have not been certain that unionism was quite fair—

Men Who Are Winning the War

Samuel Gompers, Who Began Life as a Cigar-Maker and Now Leads Organized Labor in Full Support of the War

By SAMUEL CROWTHER



Samuel Gompers, the forceful leader of the country's laboring masses, on whom, fully as much as on capital, the country depends for its backing of the men on the firing line.

its apostles were given to rash statement and to an anti-public mien very similar to the public-be-damned attitude of the neolithic corporations. And when the leaders talked of the rights of man, it seemed that the term "man" included only those who held union cards. The whole labor union movement has been on trial, and now the real leaders are endeavoring to demonstrate that they have been working, not for a class but for the whole country, by bettering the class which produces with its hands.

It is hard to catch up with Gompers these days; in normal times he is busy enough with the presidency of the American Federation of Labor and its more than two million members and with the editorship of the *American Federationist*, a monthly magazine in which he writes all of the editorials and usually the leading article. But now he is also one of the five members of the Advisory Co. mission of the Council of National Defense and chairman of the Labor Committee. And lately he has started, and is the leading spirit, in the American Alliance for Labor and Democracy, for, led to combat destructive socialism and anarchy and more especially to thwart the doings of the vociferous, peripatetic People's Council. Each of these tasks involves time and traveling.

When he arises in the morning Mr. Gompers never knows where or when he will reach bed, or if he will find a bed at all. He makes appointments for railroad trains, taxicabs—anywhere and everywhere, and he does his writing and composes his speeches as and where he can, which is usually when the several hundred people a day who would like to see him have gone to their several beds. At least that is the time when he is supposed to write. I asked Miss Guard, his secretary for many years, how Mr. Gompers was getting through his work and she frankly answered that she did not know, for without making any allowance for sleeping or eating, twenty-four hours out of each day

seemed to be fully taken up. As a personal exponent of his leading principle of the eight-hour-day, Mr. Gompers is a flat failure.

I saw him at his office in the new Federation of Labor Building; I had previously not been in the new building and I rather expected that his offices would have been elaborated to some extent and that at least he would have indulged in a little undemocratic furniture, but I found him in a good-sized corner room seated at the same long table that he has used for years and surrounded by exactly the same plain chairs and furnishings with which he had lived before. The office is entirely plain, and its sole decorations are

autographed photographs of three presidents of the United States—Roosevelt, Taft and Wilson. It is an office to suggest peace and meditation and probably it does when it is tenanted by a less dynamic force than Samuel Gompers.

It is the personal force of Gompers that drowns almost every other impression of personality; he is the sort of man that one does not like to cross and there seem to be in the air unequalled opportunities for doing a little crossing—a kind of vaporous pugnaciousness which might easily be crystallized. This is not a true impression, but I think it is the universal first impression and that it is caused by the fact that Mr. Gompers has spent most of his life battling for things that people did not want to give him. When you look back over his career, you will discover that he is inherently of the minority and that once he establishes his point and the majority joins him, he starts something new in which again he is in the minority.

His is an aggressive, fighting figure and the more so because it is not a graceful figure; he is very short, but he has an enormous, well-formed head and a mighty chest and shoulders; seated he is a big man, but when he stands you discover that his legs were made for someone else and are not at all suited to the task of supporting the head and torso. His face is large, heavy and thick-skinned, the forehead is especially broad, his nose is short and straight and his hazel eyes are set very far apart. The mouth is large and firm with heavy lips that droop at the corners to the powerful jaws and chin. All of his movements are sharp and quick and he has also a way of snapping off words with a jerk of his head in much the manner of Colonel Roosevelt. I think that he likes to seem more forbidding than he feels, that he likes to conceal his really gentle nature and to give the impression that he is all steel and iron and that monkeying with a buzz saw is a harmless pastime as compared with trifling with Gompers. But the contradiction sits on his desk as a little woolen Br'er Rabbit—a battered effigy with one game leg and a deal of extra glue in his makeup as befits any honorable rabbit that has been at every A. F. of L. convention for ten years and rooted for his master in scores of hard fights. Miss Guard explained Br'er Rabbit:

"Years ago when we did not have so much to do, I used to read the Uncle Remus stories aloud to Mr. Gompers. He liked them immensely and especially Br'er Rabbit; someone gave him this little chap and he has been with us ever since. Nothing of importance ever happens without Br'er Rabbit and I am not quite sure that we could hold a convention to be legal if Br'er Rabbit were not on the platform." So there is just a glimpse into another side of the man's character.

Gompers is absolutely self-made and beneath a somewhat rough surface is a cultured, widely-read gentleman. His story is remarkable in its unswerving devotion to an ideal—whether one agrees or disagrees with that ideal. All his forbears were working people, Austrian on the maternal and French on the paternal side. His parents were born in Holland but moved to London where Samuel was born in 1850. His father was a cigar-maker, and the youngster, when just past ten years old, had to join in to help out with the family exchequer—having had but four years of elementary school study. All of his subsequent education was picked up at night-school or through independent reading; the first serious reading, by the way, was in a bunch of anti-slavery pamphlets, and, already, when his parents emigrated to this country in 1863, the boy of fourteen was a strong abolitionist—but in the broader sense and against all forms of involuntary servitude. He has always keenly felt the social injustice that forced him to work as a child and,

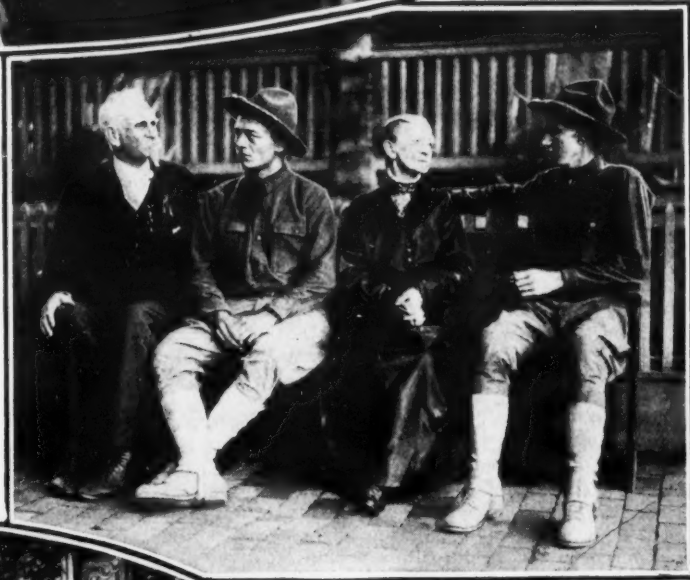
(Continued on page 694)

War Camp Community Service

Exclusive pictures for LESLIE'S from Commissions on Training Camp Activities



While the Young Men's Christian Association carries on the good work within the camps of making the soldiers and sailors as comfortable as possible and furnishing a home and club-like atmosphere, the Commissions on Training Camp Activities are enlisting the aid of the best families in the nearest towns to carry on the community work for the soldiers outside of camp. Above are several hundred sailors enjoying a grand frolic at the Fairmont Hotel, San Francisco.



Soldiers' and Sailors' Clubs are a big part of the War-Camp Community Work. Uncle Sam's Sons in khaki are particularly fond of pool, and much space is devoted to billiard tables. The "fellow in uniform" is welcome in every patriotic home in the country but only an efficient working organization at each camp can get the best results and secure adequate and well-directed support. Churches of every faith and denomination open their doors to the men, not only at hours of service, but also at very frequent intervals, to allow the boys to enjoy themselves a multitude of ways. Many churches have reading and writing rooms.



The churches form the backbone of the community work in nearly every training camp town. This church

keeps open late and its rooms are used for reading and writing and also for lounging and social gatherings.

Informal spreads are given the soldiers by clubs and private families in the communities near the military training camps and dinner parties are made up by the directors of the community service, who as far as possible supply transportation as well as hosts, so that the men often dine many miles from headquarters. Relatives are encouraged to visit their sons in government training camps. The best accommodations are furnished them by the War Camp Community Service, while everything is done to leave sons and parents as much together as possible.

Can We Fly to Victory?

The Strategy of Air Combat and the Thrilling Work of Pilots

By FREDERIC W. ZINN, of the French Aviation Corps

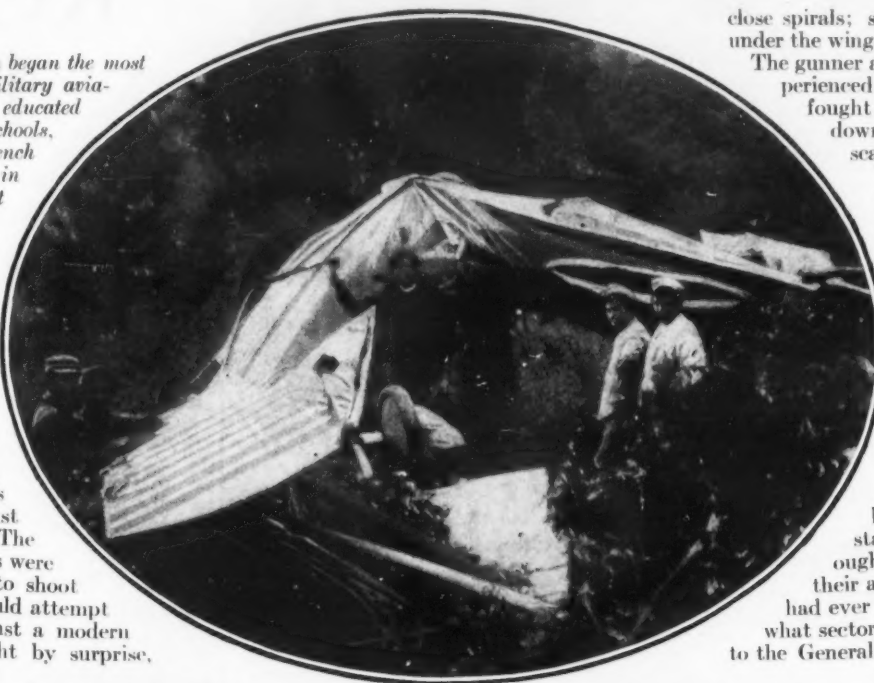
SECOND INSTALLMENT

EDITOR'S NOTE—Last week Mr. Zinn began the most comprehensive and thrilling account of military aviation that has been written. A technically educated man from one of our greatest engineering schools, he has become one of the best known of French aviators, and his articles now appearing in *LESLIE'S* are of wide interest and great historic value.

THE vast improvement in the fighting qualities of reconnaissance planes has made the work of the *pilote de chasse* far more difficult and dangerous, and has forced him to develop a wholly new line of tactics. In the beginning methods of attack were beautifully simple; the pilot would locate his prey and dive down on him, always from behind, opening fire at short range. This attack was particularly successful against any machine with an open fuselage. The French Farmans, Caudrons, and Voisins were all of this type, and it was no glory to shoot one of them down. No sane pilot would attempt that same simple form of attack against a modern reconnaissance machine. Unless caught by surprise, the observer, with his movable mitrail- leuse, and his clear field of fire above and behind, would "have the drop" on the attacking pilot from the beginning.

A present day *pilote de chasse* must have a varied repertoire, a method of attack to fit every condition. If he comes from above and behind it will not be in a straight dive, but in a sinuous course; he will seldom attempt even this unless he has the sun behind him, or has caught his adversary "asleep." In general he will attempt to get at his opponent in a "blind spot," i.e., from such an angle that a part of the enemy machine will be between him and the observer's machine-gun. One American pilot, who has a long string of victories to his credit, was very successful with a sort of "scoop dive"; he would zig-zag down from well behind, at a terrific speed, and come up under the German's "tail fin," riddling him from below. It was an effective maneuver, but possible only for a pilot of uncanny cleverness; a mis- judgment of a tenth of a second would mean a collision. Sometimes his wing-tip would clear the German only by inches. Certain German airplanes are proof against this maneuver, notably the Albatross, which has a "chim- ney" so the observer can shoot down through the tail.

A tri-place has the fewest "blind spots"; an enemy, attacking from almost any direction, comes under the fire of at least two machine-guns. Usually he decides not to push the attack. One such machine, the first of the L-class, that we had in this sector, piloted by a very courageous French captain, achieved such a reputation with the Germans that they would never attack him except en masse. On one occasion, single-handed, he attacked a squadron of five of them, chasing one down to 800 yards, ten miles within the German lines. On another occasion he met up with seven fast and appar- ently determined *avions de combat*. The seven Germans attacked simultaneously, some coming from above in



This accident was due to a "perte de vitesse" (loss of speed). For every type of machine there is a minimum as well as a maximum speed. If the speed falls below this minimum the pilot must quickly push the nose down, to pick up the lost speed; if he fails to act quickly the machine commences to slip sideways on the wing. A wing-slip is dangerous at any altitude, for if low the machine may strike the ground before it can be "corrected," or if high it may develop into the "vrille" or tail spin. A loss of speed may be due to a failure of the motor or, more often, to an attempt on the part of the pilot to force his machine to climb at too steep an angle. This latter cause was responsible for this accident. The two men in the plane came through unhurt.



The two French pilots whose tactics are described by Mr. Zinn in detail. C—, the boy at the right of the picture, has since been badly injured in an accident. The Spad in the picture was C's—. The other pilot had a similar machine.

close spirals; some attempting to get in from the side, under the wings; and others trying to get in from below. The gunner and observer were as determined and ex- perience as was the pilot. For half an hour they fought off the enemy, eventually driving two down out of control and causing the rest to scatter.

There was an interesting little sidelight in connection with this combat. It had taken place over the German lines, in a rather restricted area, Captain V— refusing to give the Germans even the satisfaction of driving him off. It happened that it was directly in front of the trenches occupied by the First Moroccan Division, trenches that they had just won from the enemy. The First Moroccan is made up of the Foreign Legion, Zouaves, and Algerian Tirailleurs, who are them- selves tigers in a fight, and real bravery makes a quick appeal to them. They had watched this unequal combat from start to finish, and they felt that this pilot ought to have some token from them, to show their appreciation of his courage. None of them had ever seen this airplane before, or even knew what sector it came from, but a deputation was sent to the General; official wheels were set turning, and a week later Captain V— received notice that, by special request of the men in the trenches, he had been cited in the orders of the division.

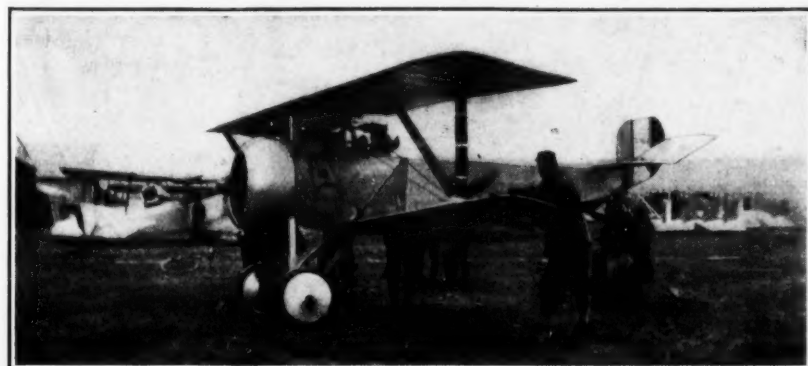
Captain Boelke's Strategy

The combined attack of a half dozen *avions de chasse*, directed against a well- defended tri-place, affords an excellent example of what may be termed "*tactic en masse*." Although combined attack is not new, its full possibilities have only recently been realized. The al- most forgotten Captain Boelke was probably the origi- nator of the first real system. Boelke's tactics were not complicated, but were extremely effective, as his record of victories proves. He would leave the field in company with three or four of the lesser lights of his squadron, he flying above and well behind them. They made a spe- cialty of hunting Farmans and Caudrons; when one was sighted the three or four below would close in and com- mence to combat at long range, keeping themselves at a safe distance. Their object was not to shoot down the machine, but only to keep the pilot and observer busy. Then Boelke, "the Killer," coming up unseen, would swoop down on the victims, and they would be riddled with bullets. Boelke was reported to have been killed in a collision with one of his own "picadores."

Air Cooperation a Necessity

If fighting pilots are to obtain results now cooperation is a practical necessity. They seldom fly singly; simply flying in groups is not sufficient; success calls for team work. Only a few days ago we saw an excellent demon- stration of team work. In an *escadrille de chasse* near us were two boys who had always worked as a pair, their association beginning when they were in aviation school. They had studied the game carefully, both on the ground and in the air, and had practiced till they

(Continued on page 699)



A "Baby" Nieuport. For a long time this little machine held first rank among *avions de chasse*. It has now fallen from first place, but still does good service on the front. In this picture the machine-gun is being tested out. This must be done with the motor running.



There are companies of mechanics whose sole duty it is to take care of wrecked machines. Wherever the smash may take place they are on the spot as quickly as a fast "camion" can take them. Within an hour after their arrival the machine will be taken apart, loaded on a trailer and started for a factory, where the serviceable parts will be salvaged.



These men from the Blue Ridge Mountains have left the lonesome pine to which they were so notoriously addicted, for Camp Taylor, at Louisville, Kentucky. They come from a territory reputed the most primitive in the Eastern States, where fighting men of the best type have been bred for generations.

My New Kentucky Home

Photographs by RALPH ESTEP
Staff War Photographer



A chief of staff lives very much the life of a father with a vast family of sons who expect him to solve all their problems. Lt.-Col. Halstead not only has charge of the welfare of the Kentucky and Indiana troops, but also of a colored regiment of 3,000 hearties. By keeping the men on the go for sixteen hours out of the twenty-four he finds they would rather sleep the rest of the time than follow up personal rights and wrongs.



Here you behold Main Street, Fifth Avenue and the Broadway of Camp Taylor all rolled into one. As some one said on seeing the White House: "What nice homes they have here!" The building in the foreground is Headquarters. Camp Taylor is filled with men from Indiana and Kentucky who are now in the National Army.



These Southern boys from the hot biscuit belt have shown wonderful endurance in giving up their accustomed canvasback ducks, sweet corn and deviled crabs. They have written brave letters home about the food at camp, how substantial it is, and how varied. And of course they can get up appetites here as they couldn't at home.

WHERE THE NICKELS GO

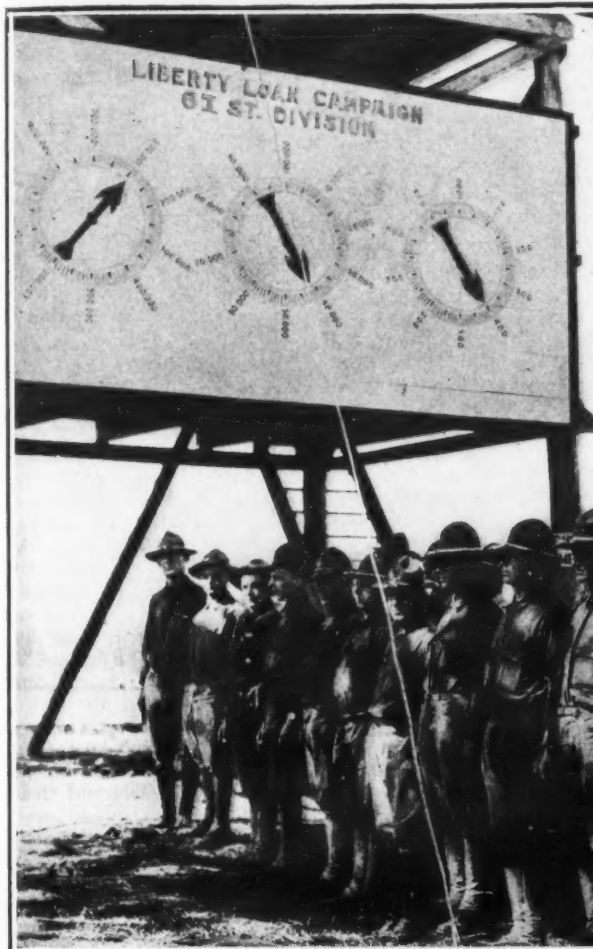
The canteen of Camp Taylor, where even an officer steals at times for the nut sundae. The pictures of the camps in France suggest that the men will find there just about the same sort of camp life that they do here, done of course into French-English, English-French.

Training the National Army

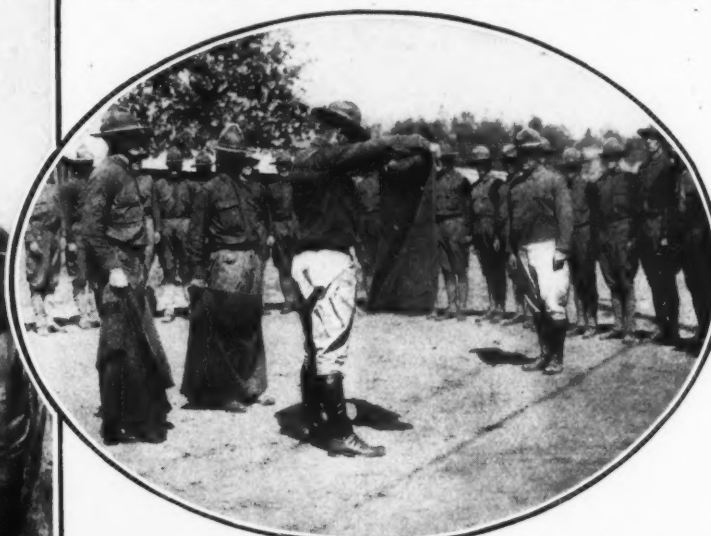
Photographs by JAMES H. HARE
Staff War Photographer



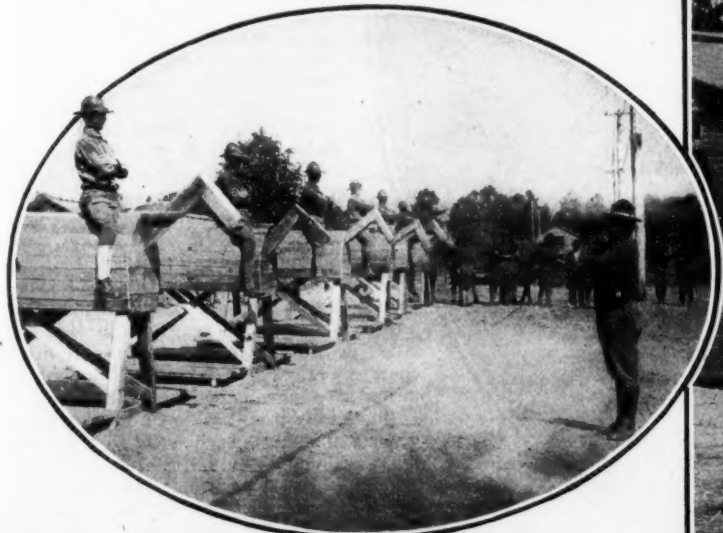
Now and then an American is found even in the army—an Aboriginal American, that is. These 40 Croatan Indians are learning at Camp Jackson how to handle a rifle as well as their ancestors did the useful tomahawk. The Croatans (about 6000 of them) were recently recognized as descendants of the Croatan Indians Sir Walter Raleigh found living on an island off the coast of what is now North Carolina.



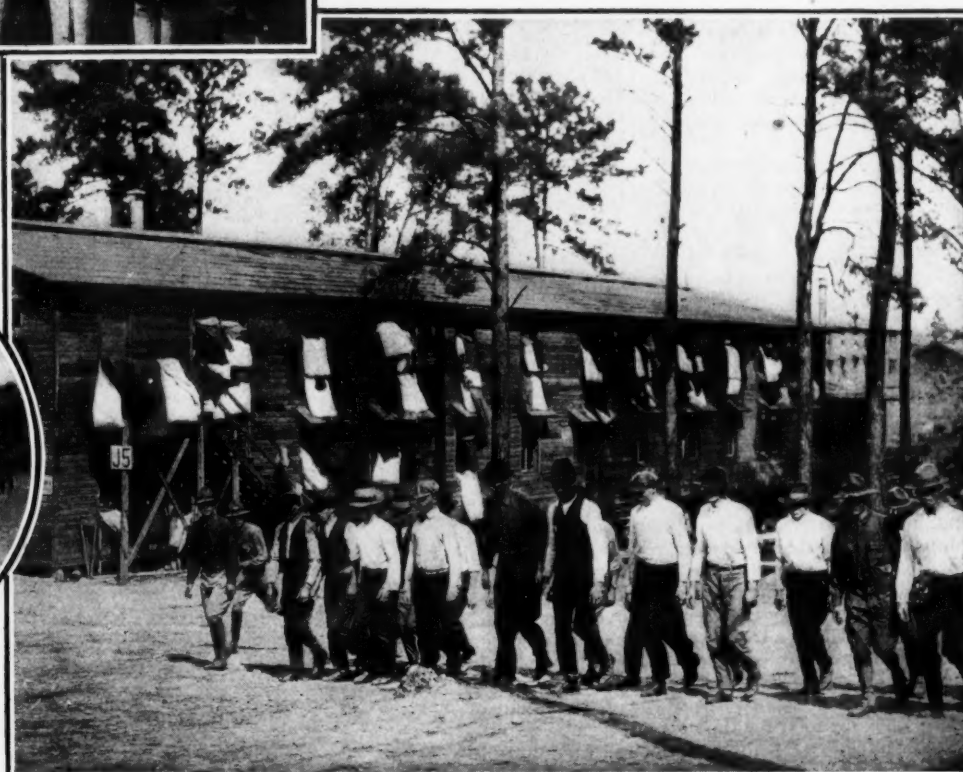
The men at Camp Jackson, Columbia, South Carolina, are down in the books for \$452,000 worth of Liberty Bonds—a per capita subscription of \$29.91—which showing permits them to drill in the shade of the Liberty Loan Indicator with the free conscience essential to army training. Reports to the Adjutant General of the Army reveal that the army in all has subscribed \$45,000,000 to the Liberty Loan.



Although one may not win a commission by ability to roll up blankets, officers must be able to explain the knack to fresh recruits. They merely have to learn to fold the blanket once across its shortest dimension, and then twice across its longest dimension, and then roll it.



Wooden horses do not intimidate the recruits. Nervous artillery drivers can learn the proper method of standing to horse, holding the reins, mounting and dismounting, and of executing many of the mounted exercises, without ruining the few horses that maybe are to be found. They save the horses, too, much rough pulling around the mouth, and keep them for the more advanced instruction with harness and draft, and with equitation—whatever that is.



In Camp Jackson so many new recruits have been enrolled that the supply of khaki has given out, and the new soldiers have to be drilled in their simple dimities. In many of the camps there is plenty of khaki, but no privates. At Camp Doniphan, Okla., recently there was only one private to one brigadier general, one colonel, six majors and one hundred captains; and a colonel talked seriously of hiring a private.



A harem master with several of his favorite wives

Reopening the Seal Industry

By W. E. AUGHINBAUGH

DR. HUGH M. SMITH, Commissioner of Fisheries of the United States, is the custodian of the most wonderful herd of valuable animals in the world—the seals which at certain seasons of the year inhabit the rookeries of the islands of St. Paul and St. George in the Pribilof group in Bering Sea. According to the census completed during the month of August, 1917, they now number 468,000 head, and by next year will have increased to considerably more than half a million. On that basis, which is a most conservative one, the seals which will be slaughtered for their exquisite fur will yield the United States Government approximately \$3,000,000 for the year 1918, and considerably more each succeeding year. Figured as an investment at 6 per cent, this means that this herd at the present time is worth at a low estimate more than \$50,000,000.

To these two islands, for reasons known to the seals only, practically all the individuals comprising the herd come during the season, which lasts from May to December of each year. St. Paul has a shore line of about 45 miles, while St. George, somewhat smaller, has only about 30 miles of coast. On these shores the fur-seals have their breeding rookeries along the rocky beaches and boulder-strewn ledges, while the "hauling" or playgrounds of the bachelor and younger seals are on the sandy stretches.

With the advent of spring, the seals return to their favorite haunts, the older bulls arriving first and selecting commanding spots for their harems, which always number from fifty to a hundred cows, which group themselves about their lord and master. The bachelors, or younger males, remain during the summer by themselves, stretching on the sands, basking in the sun and playing with each other. It is from the unattached bachelors that seals are selected to be killed for their pelts, for the best fur comes from those between two and four years of age.

The Pribilof Islands were discovered by Russians in 1786 and became the property of the United States with the purchase of Alaska in 1867, the right to kill fur-seals being granted to various individuals and companies until 1892. Pelagic sealing, indulged in by Americans, Canadians and Japanese, threatened the entire destruction of this industry and led the United States to establish jurisdiction in the Bering Sea. This developed a controversy between the governments interested, resulting in a treaty prohibiting the killing of seals in Bering Sea except under the management and by the sanction of the United States Government. This treaty was so worded as to permit the annual killing of sufficient seals for food for the natives of these islands. As a result but few seal-skins have found their way to market since 1892, which accounts for the scarcity of seal-skin coats once so frequently worn by the fair sex, and which, by the way, were the most fashionable and most substantial fur garments ever used.

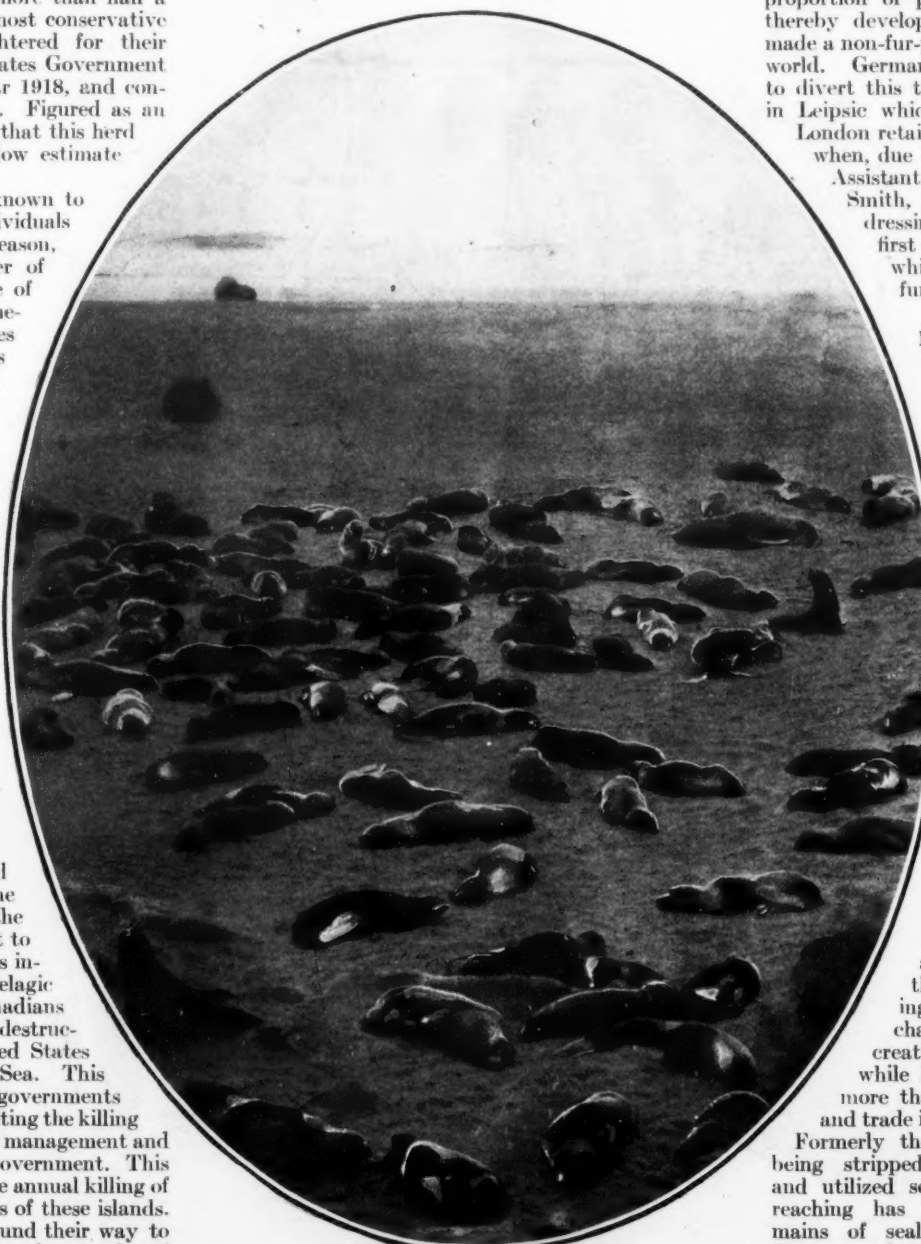
The restrictions placed by Congress on commercial killing having expired August 24, 1917, the Department of Commerce is now in a position through the Herd Custodian, Dr. Hugh M. Smith, to use its discretion as to the number of seals it will yearly allow to be

slaughtered. According to official estimates the vitality and efficiency of the herd will be best maintained by killing about 100,000 annually.

Formerly seal-skins as well as all other furs obtained during the hunting seasons in the United States were shipped to London for dressing and dyeing. This was also true of the other large fur-producing countries, Russia, Japan, Chile and Uruguay contributing a small proportion of pelts to the same market each year, thereby developing the paradoxical situation which made a non-fur-producing country the fur center of the world. Germany made many and repeated efforts to divert this trade and held competing fur-auctions in Leipzig which attracted buyers, but despite this London retained her prestige until September, 1916, when, due to the foresight of Secretary Redfield, Assistant-Secretary Sweet and Commissioner Smith, means were adopted for curing and dressing the skins in the United States. The first great fur-auction was held in St. Louis, which is now destined to be the dominating fur center of the world.

The United States is the largest fur-producing country as well as the largest user of dressed furs. It would therefore seem that Americans should handle this trade exclusively. This, however, was formerly not the case, and we paid tribute to London for dressing the skins and for dyeing them, then bought them back, paying duty on them on their return, in addition to the transportation both ways in British vessels, the brokerage and other fees. As a result of this lack of business judgment 52 per cent. was added to the original cost of the pelt laid down in this country ready to be made up into garments. An American product, the property of the American people, chiefly used by American women and formerly shipped across America to a foreign country for elaboration, will in the future be sold in an American market, by Americans, to be dressed and dyed by Americans, and resold by Americans for domestic and foreign consumption. This will mean that Americans will get a better choice of skins, and that they will pay much less for them than heretofore, through the savings in duty, transportation and other charges. Economically it will mean the creation of a new industry in this country, while financially it will add at a low estimate more than \$10,000,000 each year to the labor and trade interests of the United States.

Formerly the seal-carass was left to rot after being stripped of its fur. Now it is conserved and utilized so that nothing is wasted. So far-reaching has this innovation been that the remains of seals slaughtered for the past seventy-five years have been collected and converted into fertilizer, a large part of the cargo of the Roosevelt on her return trip from the islands being made up of this article.



Old bachelor seals basking on the sandy beaches of the Pribilof Islands. These bachelor seals are excluded from association with the members of the harem.



HOLDING THE RUSSIAN ARMY TO ITS WORK

Major Halsey E. Yates addressing 6000 Russian soldiers of the famous corps of Skobelev in the Russo-Turkish war. The corps commander is sitting directly in front of him with division commanders on either side. America is the most popular country with the Russian soldiers. They showed their appreciation of Major Yates by carrying him on their shoulders and tossing him in the air. The picture is of peculiar historical interest as it shows how consistently America is supporting the morale of the new republic.

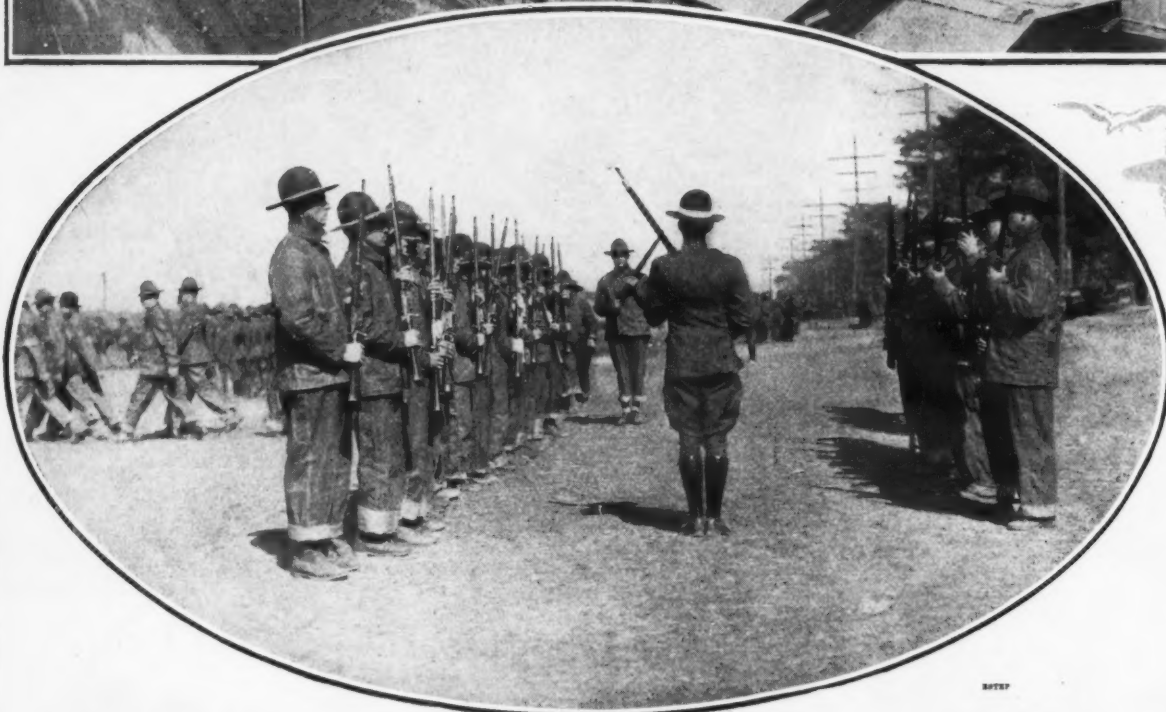


THE BURIAL OF A GALLANT OFFICER

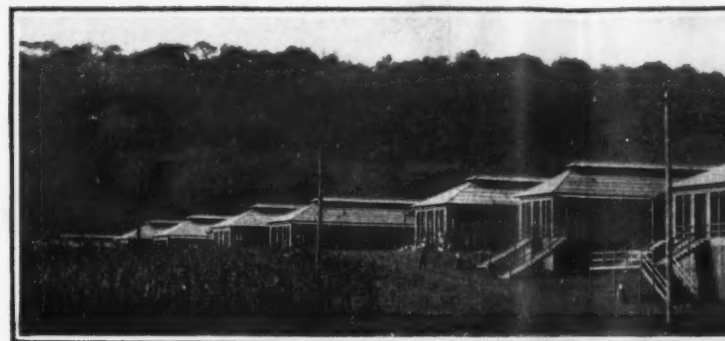
The burial of Major Knight—O. C. Eaton Machine Gun Battery, Toronto, Canada. Killed and buried on the battlefield of the Somme. His body is surrounded by his men. The chaplain is Major Stratford, formerly Rector of St. James Episcopal Church, Montreal. In the United States the Protestant denominations, in an effort to secure their best men for the chaplaincy, are cooperating with the Government through a general committee on army and navy chaplains, and the expense is provided by the Federal Council of Churches of Christ

in America. In the French Army there are more than a thousand Protestant ministers serving as soldiers and many have been killed. There are sixty-eight Protestant chaplains and more than 300 that occasionally officiate in the absence of the regular chaplains. This photograph is released in connection with the article on "The Chaplain in War," by Paul Moore, and is used by special arrangement with the Canadian War Memorials Fund for the erection of memorials for Canadian dead.

THE GREATEST OF THE CANTONMENTS



Camp Lewis, named after the intrepid Meriwether Lewis who did not claim of the United States over the great Pacific Northwest, is not one of the cantonments but is the only one west of the Rocky Mountains. It was built near Tacoma, Washington, in eight weeks by a construction company with a payroll of 5,000 and ended with 10,000 workmen. The camp is a reservation of 70,000 acres and is built in the form of a U. The railroad U around the base to the other tip is 5 miles long. There are 1148 frames of the U and additional buildings bring the total to 1406. There are permanent and sewage systems and the entire reservation is lighted by electricity. The cost \$5,000,000 and houses 48,000 troops from Washington, Montana, Wyoming, California, Nevada and Utah.



Dress uniforms have been done away with for the period of the war and plain olive drab and army overalls are

the clothes of fashion in the service. This platoon at Camp Sherman, Chillicothe, O. is drilling in overalls.

Here is the hospital group at Camp Sherman. Every comfort and device that medical science has called into

military use awaits Twelve thousand R

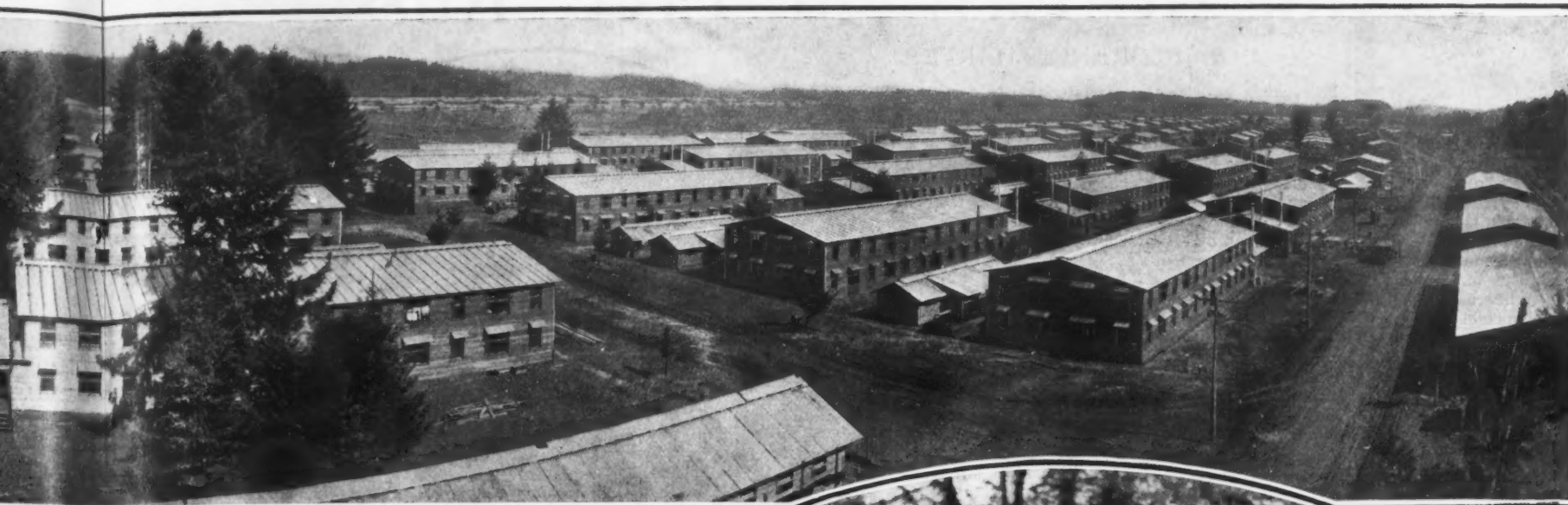


"Simply wonderful! The most inspiring spectacle I have ever seen!" exclaimed Secretary of the Treasury W. G. McAdoo as he reached the speakers' platform at Camp

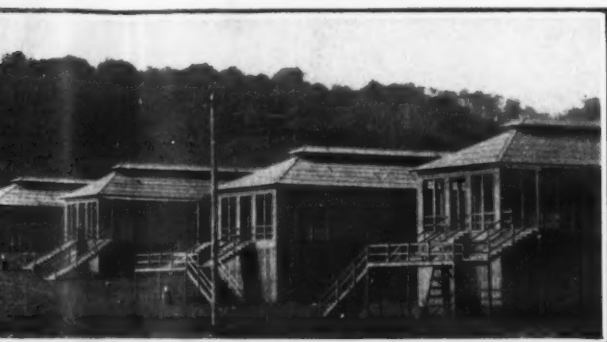
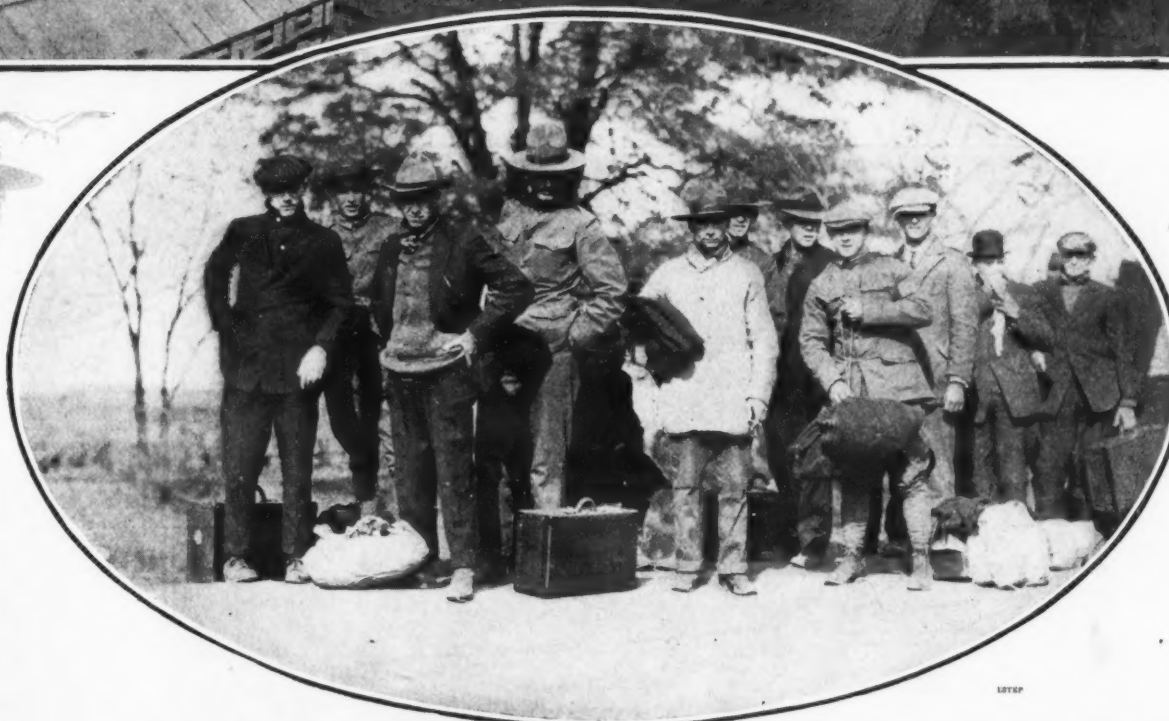
Lewis, Tacoma, Washington, on October 9th, and saw assembled, to hear him speak on the war, more than 30,000 new soldiers of the 91st National Army division, com-

manded ever at o

CANTONMENTS OF THE NATIONAL ARMY



republic Meriwether Lewis who did much to establish the great Pacific Northwest, is not only the largest of the west of the Rocky Mountains. It was built at American eight weeks by a construction company which started with 10,000 workmen. The camp occupies a military reservation in the form of a U. The railroad from one tip of the is 5 miles long. There are 1148 frame buildings forming the total to 1406. There are permanent water supply reservation is lighted by electricity. The cantonment troops from Washington, Montana, Oregon, Idaho, form in, Nevada and Utah.



Every military use awaits the men who fall ill or are injured. Twelve thousand Red Cross nurses await the call.

For two months the men of the National Army have been gathering at the 16 cantonments. This is a typical

group snapped as they enter Camp Sherman, where men of Ohio and West Virginia are gathered.



manded by Major-General H. A. Greene. It was said to be the largest number of soldiers ever at one time assembled anywhere west of the Mississippi. The amount of money after-

ward subscribed for the second Liberty Bonds, by these soldiers, opened the eyes of the banks of the West. Secretary McAdoo is on the platform in the center back ground.

Taking it Easy in Free Russia

By FLORENCE HARPER

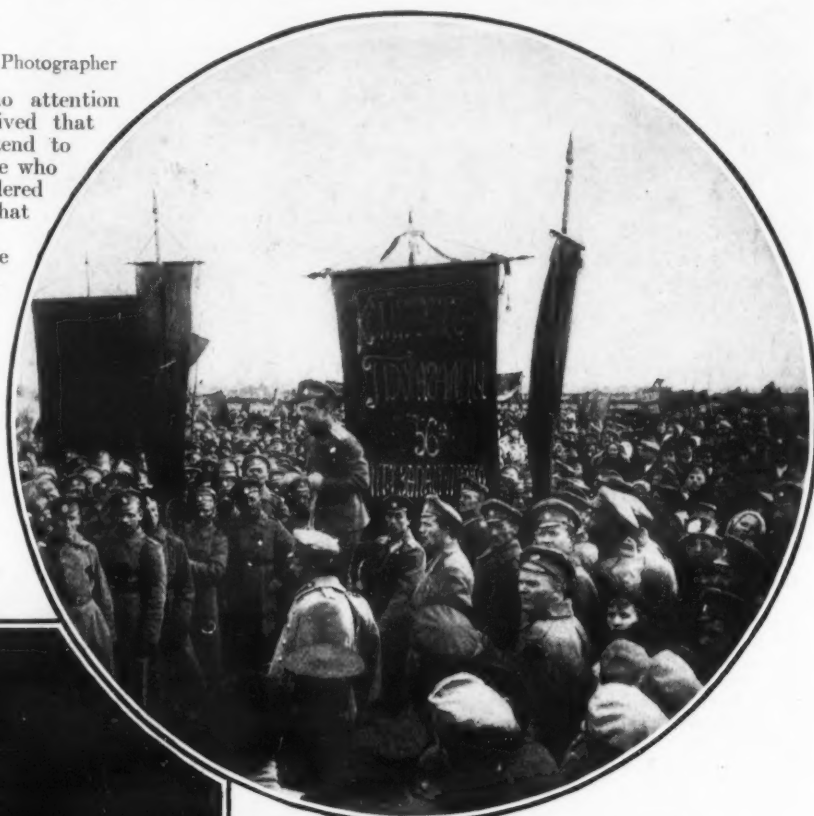
Photographs by DONALD C. THOMPSON, Staff War Photographer

THE people of Russia are children playing a new game, a game for grownups. They know the rules but vaguely. In the uncertain summer days soldiers were deserting from the army by the thousand when, stirred by German propagandists, they returned to their homes to claim the lands of the rich, which, they understood, were to be broken up and divided among them. It was said that a million men had journeyed back to the villages, awaiting the redistribution. When the crash came and it was necessary to restore some semblance of authority to officers if the country was to be saved, the peasant had already begun to be a thinking man. Because individualism is running riot in Russia, each man is going through the difficult process of learning to think for himself. As they carry on the business of war they are learning to act as men of responsibility must act.

Recently a waiter in a small cafe gave a stirring address on equality to three of us who unsuspectingly delivered ourselves into his hands. The one man in our party who spoke Russian called out "Chevlovek," the usual term to summon a waiter, in order to get some

tea. The waiters paid no attention to him. When he perceived that they did not evidently intend to come he caught hold of one who was passing him, and ordered the three glasses of tea. That was the waiter's cue:

"If you want someone to wait on you," he said, "you must call 'citizen' or 'friend.' You have no right to call us 'Chevlovek.' We are as good as you are. All men are equal. You have your work. We have ours. You must respect our feelings. If you want anything, you must ask, not order us, please to bring you whatever it is you want."



Public speaking in Russia is now as free as liberty can make it. Everybody is expected to talk and everybody does. "Make a speech" is the common greeting, according to Donald Thompson, who says he has received more applause for English speeches delivered to Russian audiences than to audiences who understood him.

The revolution has done away with all that. We are all brothers and citizens."

We finished our tea and beat a hasty retreat, but when we went out he had found another audience and was still haranguing all who cared to listen.

Shortly after this I was able to judge the effects of the revolution on one part of the western front. I was stationed at a field hospital four miles from the German lines, a hospital in charge of Dr. Eugene T. Hurd of Seattle. Dr. Hurd had served in the Washington State Legislature, and I soon saw that some of the ingenuity of politics was needed in the problems he had to deal with here. Although on the surface things were as

usual, secretly we felt apprehensive. There were between ninety-five and one hundred soldiers stationed here to do the rough work. They chopped the wood—a most important task, as only wood was burned in the stoves that had to be kept constantly going in the kitchens—and they drew the water, for we had to use quite a biblical sort of well. These men as a rule were more or less willing workers, but with the example before them of many regiments who had taken things into their own hands, we could not tell how far they might go if they once started to establish the "New Freedom."

The pleasant good-mornings were no longer heard; salutes were rare. When the soldiers wanted to work

they did. Otherwise they smoked and sang—out of sight of the chief, of course. The sisters had at times to do not only their own work, but also a great deal of the work that had been done before by the orderlies. The sisters receive forty roubles a month, the orderlies only their soldier's pay, seventy-five kopecks a month, about 23 cents. At night an orderly for each ward keeps watch with the sister on duty. Once when a patient asked for a drink, the sister, busy with another man, said:

(Continued on page 698)



The first American flag to fly over a Russian hospital is seen here. The American surgeon, Dr. Hurd in charge, is prepared to start on his rounds of visits.



This group shows the army, the church and the Red Cross. The ministrations of the four persons did much to relieve the suffering of hundreds of Russian wounded.



Here are the hospital attendants about whom Mrs. Harper has written. These men are enjoying themselves on the sunny side of the hospital in the easy days following the Revolution.

Most politely we requested him "please to bring us" three glasses of tea, if it would not inconvenience him too much. He complied with our request, and then proceeded to take his stand by our table and give us an oration: "The great French nation is a republic. So are we. The great rich American nation is a republic. There all men are equal too. In America the banker and the waiter are the same. There all men respect the workingmen. No man is ordered to do anything; he is asked to do it. Our republic shall be as theirs. You must understand this, and treat us as equals, not as servants.

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Men Who Are Winning the War

(Continued from page 683)

although the thought has never embittered him, it has made the cause of child-labor a very close and personal one.

Starting work as a child and without a single inducement to better himself, young Gompers was apparently due to become merely a skillful and plodding cigar-maker. But those who rolled cigars were then something of philosophers.

The experts rolled only with their hands; their heads were free to think. As aids to thinking they had reading while they worked; sometimes they hired a reader, or again one of their own number would read and be paid by a pro rata contribution of the number of cigars which he would have made had he been working instead of reading.

Gompers soon became the favorite shop reader, and probably it was in that cigar shop that he cultivated the splendid speaking voice and the precise yet warm enunciation which has so often made the crowd his. Moreover it opened his brain to new thoughts; he became an avid, omnivorous reader; he began with Dickens and Thackeray and then followed through most of the British novelists and poets; he read John Stuart Mill and those English economists, he survived Henry George, and then he studied German that he might know the German economists at first hand. Instead of adopting any theory he built for himself a new social structure which recognized the dividing line between trade unionism and socialism.

"I am not," he told me, "as most people think, in any sense a socialist. I have fought all my life against socialism; I am a trade-unionist, which means that I believe in the natural, rational progress and development of society. That progress does not come by leaps and bounds. The socialists would have everything at once; their kind of progress also brings rebounds and reactions. The French Revolution brought good, but it also paved the way for the autocracy of Napoleon. One need not go into the past to demonstrate the fallacy of socialism—just look at the turmoil in Russia with the enemy at the gate. I am an internationalist, but my doctrine is an addition to nationalism and not a subtraction. I must first be a citizen of America before I can be a citizen of the world."

In 1864—he was only fourteen years old and had been in the country but a year—the Cigar-Makers' International Union was formed and the boy joined it; today he is the oldest member of the union and carries card No. 1. Incidentally he can still roll a cigar as well as he can smoke one. Anyone who has seen Mr. Gompers vigorously puffing will know the extent of this compliment.

The young man soon became the leading spirit of his union—he grasped what unions might do if they were brought together into one great body. His chance came at Pittsburgh in 1881, when the American Federation of Labor was founded; he was one of the guiding minds of the organization and the delegates so quickly recognized his ability that they elected him president. He refused the office that year and accepted the vice-presidency instead; but the next year the chief office was forced upon him and he has since been re-elected year after year with the single exception of 1895, when John McBride, the coal miner who died recently, was elected after a close vote.

During the first six years of his presidency, Gompers served without salary and continued at his trade. Then the Federation granted him the munificent salary of \$1,200 a year. The salary is now larger, but it is still less than ten thousand a year. Mr. Gompers could earn many times that amount in civil life and has been offered more than that for lecture tours.

Mr. Gompers has not sought personal

advantage in any of his work and neither is he a candidate for political preferment. Back in 1887 he was offered the nomination for the State Senate in New York by both parties, but he declined; in the next year he would not consent to run for Congress, and Governor Hill of New York had to accept his declination of the chairmanship of the State Board of Arbitration at \$3,000 a year—a sum that was great to Gompers in those days; he is not an ultimate candidate for President, for he was not born in the United States. His only goal is the world-wide organization of labor. Of all the things which might be said against Gompers, it could not be said that he ever acted other than according to his best idea of the right or that he held private concerns above those of his office.

His greatest work has been in the organization of unions throughout the country and bringing them into the Federation of Labor. The Federation is made up of a number of self-governing locals which are independent of the parent body, although obliged to abide by certain rules. It is this loose organization which has often brought labor and labor-leaders into disrepute. The central body cannot and does not control the character or the sayings of the subordinate leaders, and a few of these—a very few highly vocalized—have talked at cross purposes with the national principles. Their purely personal and individual words have been wrongly taken as those of organized labor.

The American Federation of Labor has grown under Gompers from a body of 15 unions and 50,000 members in 1881 to 21,711 unions and more than 2,000,000 members in 1916.

How has he managed to keep the control, to maintain a steady progress and not to be caught in the swirling tides of politics? By solid, feet-on-the-ground statesmanship, which is another way of saying by hard horse-sense. Instead of being led off into utopian dreams, Gompers—though a dreamer—has recognized that labor and capital are not opposed but complementary forces and that both prosper best under conditions which beget mutual good will; he thinks that down under the skin the average capitalist and the average laboring man are not so very unlike and that they can always come together under some form of agreement. Therefore he advocates the voluntary trade agreement and looks at a strike only as a last resort of the wrongheaded.

Gompers holds that strikes are never necessary except when someone has lost his head, and he never sanctions a strike when any other means of reaching a settlement is possible. For instance, at the time of the great Chicago strike he refused to call a general sympathetic strike in spite of the torrents of abuse heaped upon him, and he thus averted what would probably have been a bloody revolution. He has steadily avoided the pressure to form a labor party in this country because he thinks that the welfare of labor should not be confused with other national interests, but should be the concern of all parties.

Although not in politics, he is of politics and has fought and lobbied for many a labor measure. His great undertakings were the eight-hour law, the child-labor bills and the Clayton Act, which withdrew the right of injunction against strikes and strikers by declaring that labor is not a commodity. He is the father of the Saturday half-holiday, of the literacy test for immigrants, of the Asiatic exclusion laws, and he threw himself into the fight for the Seamen's Act, which is probably the most unpopular measure that he ever espoused and is now doubly so through having been sponsored by Senator La Follette.

These are but a fraction of the things which he has accomplished, and today he

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finds his enemies not among employers but among the fake labor leaders and the fanatics and the pro-Germans. He is apparently hot-headed and aggressive, but he never loses either his poise or his head in an argument; he can fight with apparent abandon but with a weather eye always open and he is as little disconcerted by a new turn in a debate as he was when once a man leaped at him brandishing two loaded pistols; Gompers, with the quickness of a Corbett, took away the weapons and went on with his speech. When a man has been running labor conventions for thirty years, a pistol or two under his nose does not bother him!

He is an orator, half of the old school and half of the new; he starts easily and quietly and then warms into his subject with compelling force and resounding periods. He uses an almost classical diction and he knows nothing of slang; at times he reverts to trite phrases both in speaking and writing, but he chooses them consciously because he knows that his hearers will the better grasp his point by having it familiarly draped—he can roll off an old phrase as though he were the first to say it. Such was the Gompers of peace—a two-handed fighter for labor.

When the war broke out in Europe he was a pacifist and he remains one, but in amended fashion. He quickly took the stand that the laboring men of Germany should have refused to fight, for theirs was an unjust cause, but that the allied workmen were in duty bound to take up arms to defend democracy. He has steadily and vigorously opposed every effort to impose a German peace and quickly exposed the "Labor Peace Party" and the "Embargo Conference" as German propaganda. When the President created the Council of National Defense, he appointed Samuel Gompers to the Advisory Commission and Gompers assumed the chairmanship of the Committee on Labor. It was feared by both industry and labor that the troubles which had so handicapped England might appear to hamper the work of America's regeneration. Especially it was feared that:

- (1) Employers might take advantage to lower labor standards.
- (2) That labor organizations might take advantage of the emergency to insist upon exorbitant wages or unfair working conditions.
- (3) That the war prices might disorganize industry by making the wages inadequate for sustenance.
- (4) That the anarchists and general trouble makers might take advantage of any of these conditions to hamper the prosecution of the war.

President Gompers first called together the laboring men of the country on March 12 and they made this important declaration:

"In previous times labor had no representatives in the councils authorized to deal with the conduct of war. The rights, interests and welfare of workers were automatically sacrificed for the slogan of 'national safety.' The European war has demonstrated the dependence of the governments upon the cooperation of the masses of the people. Since the masses perform indispensable service, it follows that they should have a voice in determining the conditions upon which they give service. The workers of America make known their beliefs, their demands and their purposes through a voluntary agency which they have established—the organized labor movement."

Having obtained the declaration of the principles acceptable to labor, Gompers invited a remarkable conference of employers. The big employers of the country responded either in person or by letter; John D. Rockefeller, Jr., Emerson McMillin, Daniel Guggenheim, and other men of like position in finance made speeches, and practically three-fourths of the employers of the nation offered to do all that was in their power to meet labor on a common ground.

Gompers then appointed an executive committee to consider the specific questions of wages and working conditions as they arose. The members are: Secretary of Labor Wilson; V. Everit Macy of the National Civic Federation; James Lord,

President of the Mining Department, American Federation of Labor; General Manager Elisha Lee of the Pennsylvania Railroad; Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers; C. E. Michael of the National Association of Manufacturers; Frank Morrison, Secretary of the American Federation of Labor; Lee K. Franklin, Third Vice-President of the Metropolitan Life Insurance Company; James O'Connell, President of the Metal Trades Department, American Federation of Labor; Louis B. Schram, Chairman of the Labor Committee of the United Brewers Association. As special assistants Mr. Gompers has James W. Sullivan and Ralph M. Easley.

The plan has worked out; there have been strikes and threatened strikes but few serious ones. No man knows how many Gompers has settled and no man ever will know, but not a single day has passed without some unrest somewhere coming to his attention and meriting his interference. The principal difficulties grew out of the construction of the cantonments, and in June when strikes were threatened, Gompers and Secretary Baker entered into a noteworthy agreement, the essential point of which was the creation of an adjustment commission of three members, one to represent the army, another the public, and a third, nominated by Gompers, to represent labor. These men were to settle all disputes, taking as basic standards the local union rate of wages on June 1, 1917, but bringing into consideration all special circumstances, and their decisions were to be binding upon all parties. Thus threatened strikes were avoided and the scheme has worked so well that it has been extended to cover the naval work, and a similar commission has been created to govern the longshoremen and the construction of the vessels for the Emergency Fleet Corporation. Mr. Gompers conceived and signed all of these agreements and he inferentially waived that which is most dear to the union heart—the insistence upon the "closed shop."

Labor cannot be absolutely controlled; many forces are at work against the splendid order which has been established, and to combat these Gompers formed the American Alliance for Labor and Democracy to bring the non-German socialists and the loyal labor men into a unit to fight disloyalty. A better revelation of the spirit which he is today spreading through the land, could not be given than in the statements which he made to me almost in the very words of the declaration of principles of the American Alliance:

"A peace at this time must necessarily be predicated on Germany's conquests. To ask the United States to state the terms of peace now is to play into the hands of the enemy."

"No national selfishness impelled this nation to enter the war. The compelling motive was consuming idealism to preserve freedom not only for itself but for all nations, great and small. In such a conflict, real standard bearers of democracy and true internationalists can have no hesitation in supporting our republic which has made its own the cause and interests of all free peoples. It is therefore in truth not a 'capitalists' war but a freemen's war."

"We shall strip the mask from those who in the name of democracy, anti-militarism, and peace are engaged in the nefarious propaganda of treachery to all that these noble words represent. Democracy will not be served by the victory of autocracy—by letting the Declaration of Independence be supplanted by the Kaiser's fist."

"We shall fight this war to victory." Gompers has backed these words by deeds and that is the reason men are saying: "As long as Gompers holds the helm of labor the country will be safe."



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DOWN the centuries will ring that one small boy's cry.

To the laughter and tears of men and women—of small boys and girls—it has rung round the world.

You who have laughed so often at Huckleberry Finn and Tom Sawyer—have you ever stopped to think how much of serious thought Mark Twain has put into these books. How much of himself—of his own boyhood—he has put into ragged, mixed-up, lovable Huck Finn—into irresistible Tom Sawyer?

For Mark Twain was just such a boy himself. A poor boy on the Mississippi—full of mischief, hope and fear.

And—Mark Twain walked with the kings of the earth—kings crowned and uncrowned—kings of empires—of letters—of art.

That poor, small, Mississippi River boy "walked such a broad and brilliant highway, with flags flying, and crowds following after." And still the crowds follow—still he is loved—no, worshiped in the far ends of the earth, and in our own littlest village and farm—sophisticated Fifth Avenue and simple country school-boy meet on common ground in

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Send me all charges prepaid, a set of Mark Twain's works in twenty-five volumes, illustrated, bound in handsome green cloth, stamped in gold, and trimmed edges. If not satisfactory I will return them at your expense. Otherwise I will send you \$2.00 within five days and \$2.00 a month for 12 months, thus getting the benefit of your half-price sale. Leslie's 11-17-17

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A Subsidy for Treason

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

WHEN Congress convenes for the regular session, the Senate will be forced to consider the case of Robert M. La Follette of Wisconsin. The so-called La Follette committee, appointed in the closing days of the last session, was required merely to investigate the famous St. Paul speech, and was not authorized to take up the nation-wide demand for the expulsion of the pacifist leader from the United States Senate. Meanwhile, La Follette has plunged into the fight for a successor to Senator Husting of Wisconsin, whose accidental death removed from the upper house a loyal American and a bitter enemy of pro-German propaganda. It is exceedingly unlikely that Wisconsin will allow her surviving representative in the Senate to dictate the selection of a successor to Senator Husting. Representative citizens of the State are leading the movement to have him removed from office by prompt action of his peers. Repudiated by his own State and assailed by patriotic Americans in every other section of the country, Robert M. La Follette will face an even more hostile attitude when he returns to Washington than he witnessed a few weeks ago. His colleagues in the Senate have had opportunity during the recess to discover the attitude of the people they represent toward a man whose new political creed is a cringing before Prussianism. Meanwhile, however, the man who defended the sinking of the *Lusitania* pursues the even tenor of his way, contemptuously indifferent to the protests of loyal Americans. He is fighting to obtain another pacifist in the Senate. And while protesting against the high cost of war, he is preying on the public funds by franking his speeches, in an attempt to make converts to doctrines which lend comfort to the enemy. It is a peculiar bit of irony that senatorial privilege makes possible a subsidy for treason.

The Mecca of the Slacker

RAILROAD experts are decidedly useful in the United States army. Because of this fact attention was given recently to an application for a commission in the quartermaster's department submitted by a competent traffic man. The War Department passed favorably upon the request and notified the candidate that he would be made a captain and detailed to Russia. The quartermaster's department was jarred a bit a few days later by the applicant's reply. He stated that unless he received a guarantee that he would be kept in the United States he would not accept a commission in the United States army. This patriot's viewpoint is shared by numerous would-be slackers. The quartermaster's department evidently is regarded as a refuge from the draft. A number of young men, unworthy the name American, have brought political influence to bear on the War Department in an effort to obtain transfers from the cantonments to the quartermaster's department in Washington. Practically all applicants want guarantees that they will not be sent out of the country. Fortunately, they are moving against a stone wall and there is no room for the slacker in any bureau of the organization. The officers stand ready night and day to receive orders for the eastern or western battlefield. A quiet hint from "higher up" that no civilian eligible for the draft may be accepted for the clerical departments is being rigidly heeded. A few more candidates for stay-at-home appointments undoubtedly will make the hegira to Washington, but the fact will soon be established that the quartermaster's department of the

United States army is not a mecca for slackers.

How the New Draft Plan Works

THE new plan of draft selections just worked out by Provost Marshal General Crowder's office will end the suspense of the nine million men who still await a call to the colors. If Congress appropriates money for the immediate examination of all registered men it will be possible for the youth of the land to make plans for the immediate future instead of marking time during the next few months. The scheme proposed is merely a matter of scientific bookkeeping. Every potential soldier registered for the draft will be placed in one or another of five distinct classes. Every registrant will be tabulated according to the number of his dependents and his industrial value in the prosecution of the war. For example, single men without dependent relatives and unskilled laborers will be placed in class 1; married men, with no children, and whose wives can support themselves, will share a place with skilled farm and industrial laborers in class 2, and so through the list to class 5, which will include federal and state officers, clergymen, aliens, licensed pilots and persons physically or morally unfit. As more men are needed for the new army they will be called from class 1, until that source of supply is exhausted. Theoretically, at least, men in class 5 will not be called until classes 1, 2, 3, and 4 have been wiped out in sequence. When the examinations are concluded, every registered man will know in what class he belongs and approximately when that class will be called. This will not only set the minds of nine million young men at rest, but will allay the anxiety that now prevails throughout many industries about the number of men in their employ who must be released next month for the second call to the colors.

Attacking the American Dollar

A SOUTH AMERICAN diplomat stationed in Washington made arrangements several months ago to remit several hundred dollars a month to his wife who is sojourning in Spain. The Washington bank through which the remittances are made originally mailed dollar drafts on New York for the transfer of the money. At the beginning of the transactions the Spanish banks converted the dollars into pesetas at an exchange rate of approximately 4.80. Gradually, however, the dollar value was hammered down until less than four pesetas was given. When this fact was discovered the American bankers changed their plan of remittance. Drafts for a definite number of pesetas drawn against a bank in Madrid were mailed to the client in Spain and an equitable rate of exchange was worked out in New York. This is merely an instance of the attack on the American dollar in various neutral countries. A remedy for this obviously absurd situation is now being discussed in Government financial circles. The most interesting suggestion advanced is a proposed extension of the federal reserve banking system to include a foreign exchange department. Two important facts challenge attention. The American dollar is selling below par in the neutral countries of Europe because of inadequate banking facilities for Americans who have business dealings abroad, while the financial situation in this country, due to the successful working out of the federal reserve system, was never before in so healthy a condition. And since the

(Continued on page 697)

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The Melting Pot

Bits of News from Here, There and Everywhere

SOME mechanics at the Charlestown Navy Yard are now receiving wages of \$100 a week.

The limitation on the supply of sugar threatens to bankrupt the candy and soda water business of druggists.

A Maryland woman first learned that the United States was at war when asked to buy a Liberty Bond.

The Pennsylvania Railroad states that shippers could save \$2,000,000 a year by more carefully packing freight.

Twenty-seven South Dakota Socialists have been convicted of violating the spy law and interfering with the draft.

A Chicago woman recently died penniless in a home for the destitute founded by her husband.

A Massachusetts farmer says that milk would cost 35 cents a quart if farmers received the wages paid to plumbers.

Under a new law, national banks will have the right to issue large numbers of \$1 and \$2 bills at a cost of about 7 cents a bill.

Major Henry L. Higginson (the Boston financier) in a recent Liberty Bond speech, said that Americans would either buy bonds now or crutches and coffins later.

The proprietor of a popular New York restaurant recently gave to the Soldiers' and Sailors' Bazaar \$2 for each Liberty Bond purchased by a customer.

A 15 per cent. increase in railroad freight rates would make an addition of only 3½ cents a week to the household expense of a family of five persons.

Dr. Antoinette Konikow, at the Boston School of Social Science, recently implied that first love is not apt to be lasting and urged marriage founded on surer love.

Japanese exports of hosiery and knitted underwear during the last three years have increased 200 per cent., with wages one-third the scale in the United States. A real "yellow peril"!

A New Jersey business man was recently adjudged of unsound mind, through loss of his fortune, which he invested in a corporation because of Rev. Dr. Parkhurst's connection with it.

When a North Dakota branch of the Red Cross found itself without wool for knitting, its members sheared the wool from their own sheep, carded and spun it and the knitting is proceeding as usual.

The Superintendent of Instruction of Oregon lists as the ten virtues to be taught to Oregon pupils: honesty, truthfulness, cleanliness, obedience, respect, courtesy, patriotism, kindness, industry and punctuality.

A professor of domestic science in the Kansas State Agricultural College says the expression "woman's work is never done" could be banished forever if efficiency methods were applied to housekeeping.

Out of the 164,722 employees of the Pennsylvania Railroad, 25,721 are of alien birth. Over 8,000 are naturalized, over 3,000 have taken out first papers and over 5,000 additional are to apply for naturalization. Only 6 per cent. express no intention of becoming American citizens. Italians led in number, with over 8,000 on the payroll.

Mrs. Katherine Lent Stevenson, President of the Massachusetts Women's Christian Temperance Union, says that the khaki uniform constitutes a new yellow peril because of the fascination it exerts on young, unpoised girls.

Let the people rule!

A Subsidy for Treason

(Continued from page 696)

establishment of American branch banks in Latin-America, the dollar has commanded respect in the Southern republics. America's financial connections with her allies in Europe are rapidly becoming almost as intimate as similar relations between the states in this country. Money, based on credit, now ebbs and flows in the United States with perfect freedom to meet varying conditions and in scientific response to legitimate demands. There is need for the same fluency in financial transactions between the United States and Europe. And there can be no doubt that a foreign exchange department in the federal reserve banking system, if arranged on an intelligent and practicable basis, would put an end to the sniping that is lowering the value of the American dollar in almost every neutral country across the Atlantic.

The Odds Against Germany

THE American Government's refusal to curtail troop movements as a means of releasing ships for the transfer of supplies for our allies is a decision founded on careful study of reports from the trenches. Contrary to general belief in this country, Germany's fighting men are far from being badly outnumbered by the allied armies. According to figures compiled by the War Department 38,000,000 men are now under arms. Almost 27,500,000 of these are credited to the Entente and only 10,600,000 to the Central Powers. This statement supports popular belief in regard to the relative man-power of the fighting nations until an analysis of the larger figure compels striking eliminations. The 27,500,000 includes 1,000,000 American soldiers in training, 1,400,000 Japanese and 541,000 Chinese warriors and 9,000,000 Russians, who are merely marking time. The combined armies of Great Britain, France and Italy number a little

more than 14,000,000 men, but the Italian army is crippled by a lack of supplies. Consequently, the real fight is between 11,000,000 French and English and almost as many trained Prussian troops. Moreover, the Entente allies are attacking and the Teuton soldiers defending fortified positions. American war experts see an urgent need for a big army from the United States to turn the scales against Germany. The odds are not as great against Berlin as the uninitiated believe.

The World's Biggest Receivership

UNITED States Commissioner, A. Mitchell Palmer, newly appointed custodian of enemy alien property, is taking over the control of the biggest estate ever entrusted to an individual. He has at his disposal more than a million bales of cotton, worth \$137,000,000, enough to crumple the market if he decided to unload. Even the Department of Justice, which is daily unearthing new caches of grain, steel and copper, is unable to form any estimate of the amounts of these materials which will come under the control of the new federal commissioner. However, President Wilson has made a careful selection for this extraordinarily responsible position. The new commissioner is a famous lawyer, a former leader in Congress, a political Warwick and a man trained to handle big affairs. He was chairman of the Democratic House caucus in the last Congress and he dictated the appointment of Vance McCormick as President Wilson's campaign manager and refused an appointment as associate justice of the Court of Claims at the end of his last term in Congress. The Berlin Government at least will have the satisfaction of knowing that German property in the United States is being handled by a man who measures up to the job.

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Makes Your Check "O. K."

The 1918 Model Protectograph protects the amount *as it writes* a whole word to each stroke of the handle. Leaves no room for argument between yourself and the bank as to whether you signed a check for, say, \$500, or only \$5.

Protectograph System (Todd Patents) "shreds" each character into the fibre of the check, draft, acceptance, or whatever it may be, in words (not figures), in Dollars and Cents, exact to the penny, in two vivid colors of insoluble ink for maximum protection and legibility.

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Taking it Easy in Free Russia

(Continued from page 692)

"Please see what is the matter, and give that man what he wants."

"Why should I work when you are here? Attend to him yourself. You get more than I do; you can do the work."

"But he is your comrade, and I can't wait on them all at once."

"Then get another sister; that is what you are here for. Why should I do your work, and you get the money? Soon there will be no sisters. We are going to send you all packing, and do the work ourselves. Then we will get your forty roubles."

"Please help me. How would you like to be wounded, and have a comrade treat you as you are treating these men?"

"Oh! That is quite another matter."

So the chief thought when the report was made to him in the morning. He sent for the reluctant worker. The man came in a "no-man's-slave-am-I" frame of mind, ready to argue the point. The chief asked him if he was willing to do his work. He was not. He was tired of working around the hospital, waiting on women who were paid more than he was. The chief said nothing, but wrote a letter. The man became a little uneasy. According to him, the *nachalnik* was not acting true to form. He wanted to talk it over, man to man, but he had come on the wrong morning. The chief was not inclined to talk that day. He handed the man the letter, addressed to the commander of the army corps of the district, and told him to deliver it. The man became still more uneasy. He asked if the letter was about him. Although this was not quite regular, the chief was willing to answer. It was, requesting the commander to put him to work in the trenches, as he seemed to desire a change. That was enough. That man got on his knees quicker than he ever had before in his life. Now he is one of the first to salute.

Up to this time, the *nachalnik* had ignored the possibility of trouble, preferring to see that the sick and wounded were looked after, and the work done, without bothering as to how it was done. This incident proved that the old order had passed away. New conditions had arisen, and had to be dealt with. At Easter he was called away to Petrograd. The soldiers refused to work. It was their "prasniki" (holiday). It was useless to point out to them that the sick and wounded were arriving, holiday or no holiday. Somehow the work was done. A faithful few did their duty, and the hospital did not suffer. On his return the chief heard a rumor that the men wanted a committee to manage their affairs. The chief could work in the surgery, and run the hospital, but when it came to questions of the soldiers' work, the committee was to decide all things. If the *nachalnik* wanted anything done, the committee was to be consulted. Without their permission no work was to be done outside.

Very graciously the chief requested them to form a committee to decide upon all questions concerning them and their work. They were to hold a meeting, and elect four men with whom the chief could deal. All disagreements, all complaints were to be referred to this committee. That evening the meeting was held. The cook attended, with the dining-room men. We waited dinner an hour for them to return. The chief was smiling in spite of hunger.

If the men had not behaved so stupidly, I should have been sorry for them. Next morning the men went out of their way to salute the *nachalnik*. Had he not allowed them to have a committee without even being asked? They crowded over all other soldiers within a two-mile radius. Their *nachalniks* were treating them as slaves. Why didn't they give them freedom as ours had done, and allow them to manage their own affairs? For a few days the work was done willingly; no complaints came from anyone.

Before going to Petrograd, the chief had ordered several acres of potatoes to be planted. When he was away, the soldiers refused to do the work. Upon his return, finding out that the potatoes were unplanted, he sent for the committee. Ignoring all that had passed before, he told them politely, but very firmly, that he wanted some potatoes planted, and at once. The committee were speechless and helpless. It was their work to see that the order was carried out. They had to make the soldiers do what they had already refused to do. The soldiers had to obey, since their own committee gave the order. The potatoes were planted.

The cook, and a very good cook he is, too, announced that he would not cook the dinner the following day. He made this statement to the head sister who is in charge of the commissariat. He came into the pharmacy where she was working one evening, and said, "Sestra, I do not want to work. I shall not cook the dinner tomorrow."

Sister answered, "Tell the *nachalnik*." "I won't tell him; that is your business."

"It is not my business; it is the business of your committee. Have you their permission? Ask them for leave, then tell the chief. That is what your committee is for; it has nothing to do with me whether you work or not."

He hesitated, "I do not want to go to the committee."

"That is your affair, and not mine."

The cook went back to his kitchen. Next morning he was in his place, most amiable. The committee had made short work of his complaint. The cook had taken things rather easy during the Easter holidays, as the soldiers knew. Seven men are allowed to have leave at the same time. The committee arranges which ones shall go. The men, naturally jealous of their leave, were not going to allow the cook to do another man out of his home holiday. The cook is on the job, as well as all the others.

How long this state of affairs will continue, we don't know. If the men refuse to work without sufficient cause, their own comrades stop their leave. The *nachalnik* has nothing to do with it. They have only themselves to blame. Already they are beginning to see that their committee is not an unmixed blessing. Their pride keeps them from saying a word against it. They boasted too much in the beginning to give it up without a struggle, so in the meantime they abide by its decisions. The four are becoming a little unpopular. Soon there will be another election, but the chief will play politics again, and the work will go on as usual.

The Eagle Screams

O, Huns and Turks, and other foes,
When you can reach on high
And seize in sacrilegious hands
The stars that stud the sky,
When you can hold the clouds of white
That voyage overhead,
When you can touch the morning light
And grip its rosy red,—

When you can stop the rising sun
And plunge it in the deep,
When you can turn the darkness back
And rob the world of sleep,
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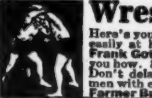


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Can We Fly to Victory?

(Continued from page 685)

work together as smoothly as the backs in a well-coached football team. On this particular occasion they had caught a German at 12,000 feet, over his own lines. They had already shot down two in the previous month, but, as one of them told us afterward, they wanted to get a prisoner. They attacked this one from such an angle that he was first forced over the French lines; then every time he would attempt to turn back one of them would be on hand. To escape he would try to turn in the opposite direction; then the other would pounce on him. With each turn the unlucky German lost height and was forced farther over French territory. While one pilot would attack the other would be climbing back into position ready to dart down at the next turn. One of the French machines was always between the German and his own lines. He was finally forced so low that he had nothing to do but land, and he and the observer gave themselves up. It was only afterward when we had talked with the pilots that we could appreciate the full significance of all their moves. Maneuvers which, to us on the ground, seemed purposeless, were in reality carefully calculated; every move that either pilot made was with a definite end in view, and made with a precise knowledge of what his partner would do. It was more like a hockey game than a combat; the German never had a chance.

The Human Element in Aviation

Even the briefest consideration of aerial tactics, either individual or en masse, is sufficient to indicate the complications of the aviator's work. In this more than in any other branch of war activity the human element is the factor of prime importance. No matter what orders the pilot may have received on the ground, or what plan he may be part of, once the aviator is in the air he is a free agent. Although the nature of his work may require the closest cooperation with his fellows he is, in a sense, totally cut off from them. Personal contact between individuals, the coordinating factor in other military units, is wholly lacking in this work. Even a ship far at sea is less isolated than an airplane above the clouds: the action of a whole fleet of battleships, scattered over a wide expanse of ocean, can be perfectly controlled by one brain, but the means of communication between airplanes are so rudimentary and insufficient that centralized control is an impossibility. Unlike any other man in the army or navy, an aviator has no superior officer who can think for him; he has only himself to depend on for decisions.

No Physical Standards for Aviators

Not every man has in him the makings of an aviator; unless he possesses certain necessary inherent qualities no amount of schooling will make an airman out of him. Unfortunately there are no precise tests that will determine whether a man is fitted for the work or not; often the least promising material develops the most astonishing capabilities. Captain Guynemer, the French "Ace," was a classic example of the deceptiveness of appearances. At the beginning of the war Guynemer was rejected for all army service, even for clerical work, on the grounds of physical unfitness. He made four unsuccessful attempts to join the aviation corps, and was finally accepted only provisionally, more as a reward for his perseverance than for any other reason. Guynemer had just shot down his 58th "official" German when he was killed. Counting those he shot down too far behind the lines to be reported it is estimated that he had destroyed the equivalent of at least ten German squadrons.

"Aviation Brains"

Another less famous but equally striking example is Sergeant Soulier. He happened to be in the same aviation school with a number of American *élève pilotes*. He was so young and so fragile-looking that everyone wondered how he was able to even get into the school. Three months after he went to the front he was mentioned in the communiqué as having shot down his 7th German. The inference to be drawn from these and from a dozen other examples that could be cited is not that apparently unfit men make the best pilots, but that mere physical fitness is a requirement of only minor importance. If you see a 130-pound man on a football team averaging 180 pounds you may be sure that man has more "football brains" than any three of his team mates put together. There are "aviation brains," just as there are football or baseball "brains"; some men have them and most have not, and no one knows whether he has them till he tries his hand at the business. Some men take to flying naturally while others can never learn. There have been cases of extremely backward aviation students who eventually pulled through and made pilots, but these cases are rare. If the student pilot finds that he is unable to fly alone in a reasonable time he had best give up the attempt at once, not only for his own good but also as a patriotic duty to his government which foots the bills. A man who tries to be come an aviator, and fails, is not everlastingly disgraced; any more than if he failed to make a ball player; it simply isn't in him.

Mechanical Ability Not Necessary

That an aviator must have the "air instinct," the ability to balance and land an airplane, is a foregone conclusion, but it is equally evident that the possession of this faculty alone will not necessarily make a successful military pilot; he must have other abilities. There is a popular notion to the effect that to control the complicated mechanism of a flying machine, an aviator must be something of a mechanical genius. It is true that he must have the ability to understand the simple underlying principles of flying, but to go farther and lay great stress on a mechanical or engineering education in selecting candidates for the aviation service would be a decided mistake. On the front there are two skilled air mechanics assigned to each machine, who are kept busy looking after it, and who are responsible to the under officer who commands the mechanics. If the pilot, out of a superabundance of mechanical knowledge, tries to tinker with the machine himself, or insists on giving detailed orders as to how the spark plugs should be cleaned, he reduces his mechanics to the status of engine wipers and their work shows it. As far as education goes, a high-school boy is as well equipped for piloting as an engineering graduate.

Classes of Pilots

From the standpoint of qualifications pilots fall into at least three different classes: fighting pilots, reconnaissance pilots, and those who, for want of a better term, may be called officer pilots. The nature of the work they perform varies widely and the requirements for each category differ accordingly. For a *pilote de chasse* the prime requisite is courage, a high form of individual bravery not found in every man. The courage of the mob, as illustrated in an infantry charge, is common; if a man is having cold chills he never shows it, the moral support of his fellows keeps him going.

(Continued on page 700)

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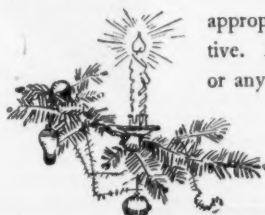
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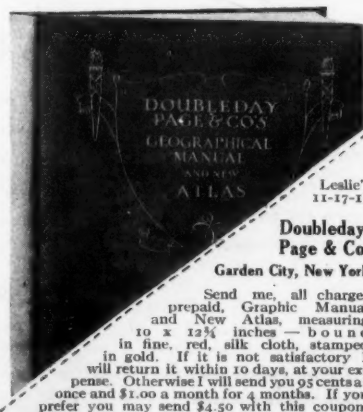
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Can We Fly to Victory?

(Continued from page 699)

The test that a fighting pilot must undergo is far more severe; he must take all the risks of the man on the ground, and more, with nothing but his one nerve to depend on. If a man values his life too highly he can not dive down through a hail of machine-gun bullets and push a combat to completion; clever piloting alone will not accomplish results. It has been found that only extremely young men make good fighting pilots; a man in the late twenties may be able to handle his machine as skilfully as a boy of 19, but invariably the older man is too cautious; he will not take the chances a younger one will. It is a rule in the French army that at least four-fifths of the men selected for fighting pilots shall be under 24 years, and in both French and British armies marked preference is shown for men of 18 to 20 years.

Only the Pilot is Vulnerable

Another requisite of a fighting pilot is that he be a good shot. The only surely vulnerable part of an airplane is the body of the pilot; the machine may be riddled with bullets yet be able to continue the combat; even if one of the few vital parts of the motor is struck the pilot can usually volplane far enough to land safely behind his own lines. Considering the speeds at which airplanes travel, and the comparatively small mark that a man's body makes, it is apparent that it takes a wing-shot of the highest order to bring down an enemy. It is shooting ability, quite as much as courage and clever piloting, that makes an "ace." Guy-nemer was credited with bringing down four successive Germans with a single band of cartridges, and, not infrequently, he "sunk" an enemy with a single *rafale* of three or four shots. Dorme, likewise, credited his successes chiefly to his ability to out-shoot his adversaries. In contrast there are many pilots who have almost daily combats, who very frequently come in with their own machines riddled, but who can not seem to "connect up" with the enemy. It is purely a case of bad shooting on their part. Tracer bullets are used universally, but they are extremely deceptive; often a man will be willing to swear that he has seen fifty of his bullets hit the enemy machine, when actually they missed by yards. Unless a man is originally a good shot, "tracers" will be of little help to him.

In European countries the heaviest loss in men has been in those classes which otherwise would furnish the best material for aviators, and owing to this shortage requirements can not be made as high as is desirable. In America just the reverse is true; the number of men willing and anxious to enter aviation is so large that the only difficulty will be in the selection. Specifications can and should be made high, but they should be made logically, based on the precise needs of the service and not merely an adaptation of those laid down for other branches.

The Reconnaissance Pilot

The qualities that are necessary in fighting pilots are desirable in reconnaissance pilots, but they are not so essential. If the reconnaissance pilot engages in a combat it will be most often on the defensive; it will be the observer and not the pilot who will do the gun work. The pilot must not be of the sort that loses his head in an emergency, but he need not be particularly clever or courageous. His one duty, whether in combat or at work, is to handle his machine in a manner that will best enable the observer to perform his functions. Although the fact has not yet been appreciated, the problem of supplying and training efficient observers presents more difficulties to America than that of making reconnaissance pilots.

Bombardment Pilots

Bombardment pilots may, with some restrictions, be considered in the same class with those engaged in artillery control or reconnaissance. They must pilot a heavily loaded machine and make longer trips than the others, so they require more physical endurance. Men in their middle twenties, who have reached their full development and strength, stand up best under the work. The man of phlegmatic temperament, who as a *pilote de chasse* would be an absolute failure, often makes an excellent bombardier. About three-quarters of all aerial bombardments are carried out at night, so the bombing pilot must, of necessity, be a night flyer. Almost any aviator who can make cross-country flights by day without getting himself lost can fly at night, although there are exceptions. Sometimes a man will develop most extraordinary ability along this line. Adjutant Barron, a famous French pilot, had a most uncanny faculty of being able to find his way anywhere at night, no matter how dark it might be. Bomb-dropping is the least important work performed by the aviation, but night flying in other branches of the service is on the increase. A small amount of reconnaissance can be carried out on a moonlight night; and it is fairly certain that, in the near future, a considerable part of long-range artillery control can be done at night.

Officer Pilots

The third category mentioned, that of officer pilots, is one that is apt to be overlooked. By "officer pilots" I mean those who actually perform the administrative functions of an officer, not those who are given commissions simply because they have learned to fly an airplane. In the French army the aerial units and the aviation schools are commanded by captains. The prerogatives of an aviation captain are the same as those of an artillery or infantry captain, but his responsibilities are greater and his work infinitely more complicated. The infantry captain has under his command two or three subordinate officers and somewhere around 200 men, a perfectly homogeneous unit. The aviation captain has under his command some thirty pilots and observers; the majority of the pilots and a few of the observers are only "non-coms," but they must be shown the same individual consideration ordinarily accorded to officers. Unlike the infantry commander the aviation captain has no subordinates to share his responsibilities. He alone can assign the work and it is he that is responsible for its execution. In addition to the *personnel navigant* there are the mechanics, the automobile drivers, the photographic section, the machine gunsmiths, and the office force, each division commanded by a *sous-officier* who depends wholly on the *escadrille* captain for orders. Only a man of real administrative ability can handle successfully such a heterogeneous command. The commandant must be an aviator in order to direct the work intelligently, but his ability in handling a machine is a matter of purely minor importance. Many of the most successful *escadrille* commanders fly only at rare intervals; they find their time can be best employed by occupying themselves solely with their administrative duties. If the commandant is not equal to his task the work of the whole unit is inefficient.

For every pilot there is one branch of the aviation service that best fits his capabilities. For his own good, and for the interest of the service, it is essential that he be placed in that branch and not in some other.

(To be continued next week)

Germany Drives for Indecisive Peace

By CHARLTON BATES STRAYER

OUT of the storm and stress of the Italian situation, following similar methods pursued against Russia, the inference naturally arises that Germany is scheming and fighting for an indecisive peace. Before the military drive began there was a German propaganda, inflaming Italy to social and economic unrest, just as there had been in Russia. In both instances it met with success. The Teuton campaign to reach the Italian army by no means attained the proportions of the movement which practically eliminated the Russian army as a fighting force, but for weeks Austria had been deluging the Italian lines with bombs filled with leaflets. Pamphlets and pictures were dropped from airplanes depicting Italy under the power of Great Britain and France, and urging soldiers to follow the Russian example and retreat, after which a separate peace could be made. The Berlin *Vorwaerts* says the drive was not undertaken in an aggressive spirit with the object of conquest, but solely to bring peace nearer. The Teuton talk of a peace before the first of the year evidently had for its foundation the present drive into Italy. The boldness of Germany's strategy will be matched, should that strategy succeed, by equal boldness of peace overtures. Washington despatches express the view that Germany's next peace move will be made, not through the Pope or any neutral power, but directly to England or France, or to both.

At this writing Italy expresses confidence that, with the aid being rushed by England and France, she will be able to check the invasion of her territory. The effect of the invasion seems also to have been to eliminate party differences and to cement Italian unity, just opposite to the effect Germany expected to produce. Germany has shown throughout the war a curious inability to appreciate the psychology of other peoples. The Italian background of a constitutional monarchy is entirely different from that of revolutionary Russia. The almost certain effect of invasion would be to unite any people having a strong sense of nationality, so that in this sense the Teuton blow at Italy may prove a boomerang. The scheming of Von Buelow—Germany's most adroit and unscrupulous diplomat—was unable to prevent Italy's entrance into the war. Italy has since suffered the hardships and privations of more than two years of war, but it is not to be supposed that the Italian people, who forced the Government to enter the war in May, 1915, and who were about to see the realization of their national aspirations, will surrender all this even in the face of a great military reverse.

The Allies are rushing aid to Italy in her time of extremity, but for months she had pleaded for coal and iron to keep her munition factories going. This is another illustration of aid coming to weaker allies when too late for its maximum effect, and in this instance the United States must share the blame with England and France. There has been, and still is, a lack of co-ordination among the Allied Powers which is a great element of weakness. Germany, on the other hand, absolutely dominates her allies and dictates every military move. Whatever Germany's weaknesses may be, there are no blunders from lack of co-ordination. This, and the fact that she is fighting on interior lines, helps to offset the numerical superiority of her enemies.

America Steadying Her Allies

AMERICA may as yet be untired in the war, but she is also untired, and this last is a great element of strength to the Allies at this critical juncture. The peace proposals Germany is expected to

make after the Italian campaign will be the most seductive yet put forward, and may be expected duly to impress the Socialist element among the Allied Powers. Germany and Austria will make desperate attempts to prevent another winter of war, and while the concessions will by no means go the length demanded by the Allies, they will reach the ear of many among war-weary nations. It is idle to say that, after more than three years of the most stupendous war in history, all the nations have not felt its drain and exhaustion, and among all the belligerents there may be a certain element who would be willing to accept an inconclusive peace. America's participation is, for this reason, of inestimable advantage to the Entente. "The incalculable fresh resources, moral and material, thus thrown on our side," says the French Premier, "raise the average of endurance and striking capacity as against the opponent not thus recruited and worn to the breaking point by the prolonged military and economic stress." Our resources have been only tapped, not drained. We have entered the war with certain aims clearly defined by President Wilson, and there is not the slightest disposition on the part of the United States to quit fighting before these aims are realized. President Wilson has defined this as a war between autocracy and democracy; has said that we are in it "to make the world safe for democracy;" and that we can make no terms with the German Government as at present constituted, because its word may not be trusted. Our position precludes serious consideration of any peace proposals that Berlin might now be willing to make. America's part in the war will be not alone to send a steady stream of men to support our soldiers already in the trenches, but to hearten the Allies and uphold them in the unbroken determination to crush Prussian militarism, once and for all, before they lay down their arms.

Is Von Hertling Another Stop-Gap?

AUSTRIAN and Roman Catholic influence upon peace again come to the front in the appointment of Count von Hertling, Premier of Bavaria, to the office of German Chancellor, taking the place of the stop-gap Michaelis. His past record, his advanced age of seventy-four and his poor health indicate that von Hertling may be another stop-gap to keep the place warm until the Kaiser names a dark horse to take office when actual peace negotiations are in sight. There are some significant things about the new Chancellor. He is opposed to the parliamentaryization of Germany, in which sense he is the candidate of the Kaiser and the Junker element. At the same time he lines up with other groups as a supporter of the Reichstag peace formula which declares for no annexations and no indemnities. More important still, he is a Bavarian, and is thus qualified to smooth out the friction between Bavaria and Prussia. Of even greater significance is the fact that he is a Roman Catholic and in close touch with the Vienna Court and the Vatican. His appointment is evidently a bid for Roman Catholic support in other nations. America will be interested in the new Chancellor because in a speech delivered in the Bavarian Diet a few days before being elevated to the Chancellorship, he pictured America as being ambitious to dominate the world, and declared that since America had entered the war Germany's task was that of defender of Europe against American aggression. This is particularly interesting as it shows a German tendency to recognize America as the greatest and most powerful of its world enemies.

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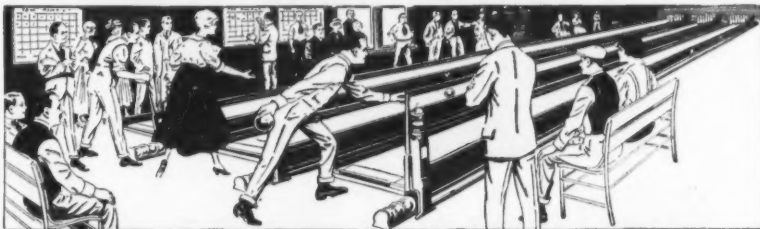
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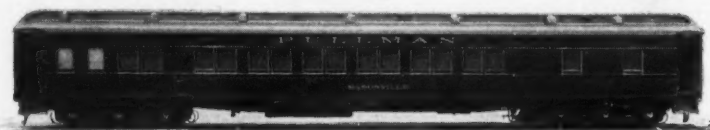
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Editor Travel Bureau, LESLIE'S WEEKLY
225 Fifth Avenue New York City

Turning the Bank Book Over to Uncle Sam

(Continued from page 680)

village, walked into a bank one day and asked to have a clerk bring in a satchel from the wagon in which she had driven into town. The satchel was brought into the bank, and when opened disclosed three sacks in which were 5,000 buffalo nickels. She explained that she had been collecting them from the day they were issued and had hoped to acquire more of them than any single individual. The call for Liberty Bond purchasers, however, had caused her to part with her treasure, and she took bonds totaling \$250. Clerks consumed an hour counting the coins.

There was only one Liberty Loan not reported, and that took place at the offices of the International Bank, Battery Place, New York. Several thousand Italians, all employees of the local street railway companies, went to the bank in a body one day and each demanded a \$50 Liberty Bond on the institution's announcement of a \$1-down-and-\$1-a-week payment scheme. The bank's clerical force was swamped as each man wanted his bond quickly so that he could return to work. The patriotic rioters were good-natured, but they meant business, and only a hurry call for assistance to which there was immediate response brought order out of the chaos and every man got his receipt for his payment on his bond.

In a certain rural district of an Eastern State the local bank president sent this message to headquarters: "Our farmers more than doubled their potato acreage in response to the Government's appeal. There is no market here now and they are inexperienced in selling potatoes outside of the county. Can you send buyers for carload lots, paying in Liberty Bonds?"

The buyers were sent and the patriotic potato raisers now have a liberal supply of bonds to repay them for their efforts to increase the country's food supply.

While the sale was at its height it was customary for the manager of the metropolitan headquarters to send telegrams daily to some 1,500 district chairmen, 1,000 bank heads, etc., asking them for late figures, names of new subscribers and other essential information. A single telegram was written out and handed to an office boy with instructions to have one of the telegraph companies repeat it to the thousand or more persons to be reached. Every messenger boy in New York receives two and one-half cents for every message he brings back to his office to encourage him to ask for answers to all telegrams delivered, and each boy who took one of the "blanket messages" was paid two and one-half cents for each name to which it was sent. One thousand names meant \$25 to the messenger.

One day there was complaint from one of the telegraph companies that for some time it had received none of the headquarters' business. An investigation disclosed that the enterprising office boys who took the telegrams from the manager had arranged with the messengers of the rival company to give them all of the business, provided they split the bonuses received "fifty-fifty." The exposure brought an end to this business enterprise, but the office boys escaped punishment when they showed that part of their "excess profits" had been expended for Liberty Bonds and that they had compelled the messengers to do the same.

Persons with crank ideas besieged the headquarters constantly. On the final day of the drive a man, red of face, hair mussed and with bulging eyes, rushed in and demanded that the sale be stopped until President Wilson could be notified that he had a scheme to increase the purchasers by millions and the total subscriptions to at least \$500,000,000,000. When partly calmed he explained that if

the President would announce that the name of every purchaser of a Liberty Bond would be placed on a scroll, together with the Declaration of Independence, to be hung on the walls of the House of Representatives for all time every grown man and woman in the country would subscribe to share in the honor. He refused to listen to statements as to the size of the scroll which would be required to hold all of the 14,000,000 or so subscribers to the first two loans, and when ushered out, vowed that the committee was deliberately turning down a genuine patriot.

The firms of New York's financial district, which give liberal bonuses to their employees at holiday time, will make no money awards this year. Instead they will give Liberty Bonds, thousands of dollars' worth of which were purchased for this purpose and to boost the sale.

And the poets and rhymesters, whom we have with us always and who are especially prolific on an occasion of this kind, simply deluged the Liberty Loan headquarters in the metropolitan district with their effusions, good, bad and indifferent; but each and every one breathing patriotism and earnestness. Here are a few varied samples printed exactly as worded in the original manuscripts:

THE LIBERTY LOAN

Let us all buy a Liberty Loan,
To bring back home a German bone;
To keep our boys in the fighting zone,
Three cheers for the Liberty Loan.

Buy one, buy all a Liberty Loan,
With the money you save on an ice cream cone,
And when the boys are sailing across the foam
They will think of our new Liberty Loan.

I have a sweetheart good and true,
And I know that she will take a few,
To help catch the Kaiser and his band
And bring them here to Yankee land.

A twelve-year-old boy, Robert Portner, after purchasing a bond at a booth in the lobby of one of New York's leading hotels, went into the writing-room and extemporized this bit of verse upon a sheet of the hotel stationery. It was forwarded to the Liberty Loan headquarters by the miss who sold the youthful poet a bond:

BUY A LIBERTY BOND

My bond is bought, my button's home,
My money's sought, but just to loan.
Help the soldiers now in France,
Buy a bond and make them prance.
Help to keep them well and strong,
Lend your money, come along!

Another, in a verse of many stanzas drove home his point in these few quoted lines:

In No Man's Land, on the fields of France
Our boys are playing the game,
And now your country gives you the chance
To show that you're doing the same.
It may be fun to punish the Hun,
But it takes a lot more than will,
For it can't be done with a worn-out gun—
An empty shell won't kill.

You'll never forget and you'll ever regret
If this chance you let pass by
To take a share in your country's debt
That Liberty may not die.

Here is one by E. D. Sullivan, which has the true sporting ring, and was penned at the time the metropolis was making its hardest drive to surpass its gigantic allotment:

THE LIBERTY LOAN STRETCH

Over the stretch it comes pounding,
The haste-flecked Liberty Loan;
With Disappointment second,
Despair, third—badly blown.
The Entente grandstand's atremble,
It rocks with a mighty cheer;
And the touts in the Teuton paddock

Know a new and final fear,
Into the home stretch the favorite
Turns short at a winning clip,
The small town urge is ended
And now, New York—the whip!!!

Here is a splendid verse by John F. Howard, sometimes called "The Lake

(Continued on page 706)

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War-Made Interest for the Traveler



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THE war has revolutionized life and living, and incidentally travel. We get a new perspective on everything. Even our pleasure jaunts take on a patriotic hue. Our Seeing-America-First itinerary is not complete till we have visited some of Uncle Sam's training camps for soldiers. If you have a relative or friend in khaki, little need you be urged to visit the camps, but if you are not fortunate enough to know some one in the service, your education is not complete till you have seen what our men will have to do to win the war. It should be a matter of civic duty and patriotic pride for you to see some of the camps. To these features is added the very great pleasure of the welcome extended, for busy as the men and officers are there seems never to be a time when the visitor is not made keenly to feel the genuine cordiality that so marks the service. On the other hand we must bear in mind that war is a serious business and visitors should match the host's courtesy with like tact and consideration.

In making the suggestion that the traveler visit our training camps along the line of his journey, I do not want to be guilty of starting a stream of idle tourists to the busiest spots in the land, but it is well for every real American to see what this grim business of war means, without making a nuisance of himself. To so familiarize himself may be the first step in his own service to his country. Of course visiting the camps cannot be done without some degree of irk and red tape, for properly viséed passes are indeed necessary, for obvious reasons, in these days of lurking spies at every turn.

Scattered throughout the country are sixteen National Army cantonments where raw material is being made into war material, where a polyglot mass of drafted men is being transformed into soldiers. Between the Atlantic and the Pacific are sixteen National Guard camps, beside many reserve officers' training camps, and aero training stations, while at Mare Island (Vallejo), Cal., Port Royal (Paris Island), S. C., and at Quantico, Va., are situated the three most interesting of all the training stations—those for marines. In addition to these, there are numerous radio and torpedo stations, rifle ranges, and submarine bases.

A cursory glance at the names of the various camps and stations shows one his limitations in the knowledge of American history. Every camp is named after

some officer of distinguished service, and off-hand how many can tell who were Doniphan, Bowie, Sevier, Shelby, Travis, and Upton, and for what they are honored? And how many know that each aviation training station is named after some noted flyer who has given his life to the science?

The transportation problem alone in a great war is cause for study and admiration and the war has given to speeding trains and passing ships an importance they never before possessed. Millions gather and are trained, then go to the front by rail or boat; munitions must be freighted to the firing lines and in addition to all this, millions on business and pleasure bent must be cared for. Surely the coming journeys you take will be filled with a fund of study-elements and you can find much food for thought in every mile you travel.

Life at camp is one round of interest for the uninitiated from reveille to taps. Over forty bugle calls and signals may be heard, each one of which tells the soldier something of his day's duty. The drills, marches and counter marches are a maze to the layman; the speed of the signaller is a source of wonderment. The various "styles" in winter trenches, and the intricacies of their instruction, the use of the deadly hand-grenade, the latest instructions in applying the cold steel of the bayonet to the most vulnerable spot under a German uniform, the significance of the various insignia of officers' uniforms, are all full of a wonderful interest in these stirring days and if one follows the day's routine from guard-mount to parade he has seen that the life of the soldier is one of service indeed. The deportment to be observed by the visitor must include strict observance of orders. This will be impressed upon him from the minute he enters a government reservation.

As a start for such a tour of investigation the traveler may find useful the booklets prepared for distribution by several of the railroads. Those issued by the Union Pacific and the Rock Island lines are particularly practical because of the fund of military information they contain, as well as the map showing at a glance where every camp and training station of the various branches of service are located.

EDITOR'S NOTE—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

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HON. STUART F. REED

Former Secretary of State of West Virginia, now Congressman, who founded the Association of American Secretaries of State and was its first president. The Association, which met lately at Topeka, Kansas, is endeavoring to secure much-needed uniformity of State laws and procedure.



JOHN P. WHITE

Of Indianapolis, who resigned as president of the United Mine Workers of America, to become an adviser to Dr. Harry A. Garfield, National Fuel Administrator. Mr. White will deal with the labor problems that may arise, for which work he is well qualified.



DAVID M. OSBORNE

Vice-president of the Merchants' National Bank of Boston, Mass., who, from patriotic impulse, recently resigned his position in that important financial institution in order that he might enlist as a private in the First Maine Heavy Artillery. He is already in service.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

YOU ask: "What's the matter with the stock market?" I answer: "The war, the greatest of all wars." The general public does not realize what the war means. The appalling truth is just dawning on our men of affairs. The bears have been having their innings and making the most of it. The Stock Exchange Governing Board did well to put a curb on their operations.

We have just floated our second Liberty Loan and at the rate at which the money is being spent, we shall be asked to subscribe another Liberty Loan of \$5,000,000,000 more, perhaps within ninety days.

Where is the money coming from? That is the question that a good many are asking. It will come just as surely as it came, though rather tardily, for the first and second Liberty Loans. It will come with a sweep, for the people believe in the old theory "three times and out," but the next loan may be the last and will therefore, and should, therefore, be called "The Victory Loan." Let us all hope that it will be.

I suggest to my good friend, Secretary McAdoo, who is always alert for suggestions, that the title, "The Victory Loan," would be a winner, even if he wants to borrow \$10,000,000,000 at the next crack.

The depression in the stock market is partly psychological. Everybody knows how "blue" it makes him when he is a borrower. The nation is borrowing from its people today, and in such vast amounts that the totals are inconceivable. That is what is the matter with Wall Street and it grows directly out of the war.

Beyond this, arises the fear regarding the uncertainty of the amount, and the effects of the terrific war taxes which have already begun to be felt.

The first instinct of the prudent investor is to have his money in, as it is called, "liquid form," that is ready and on hand for an emergency. Hence the selling of investment securities, as well as those of a speculative character. The proceeds that have not gone into Liberty Bonds are in banks or trust companies,

or in strong boxes awaiting the bargain counter for investment.

Naturally the money market tightens under such conditions, but our banks are ready to take care of their customers at reasonable rates and it is fortunate that they are, because the general business of the country, except possibly in a few lines, is moving along fairly well.

The enormous prices of farm products and the unusually high scales of wages assure the farmer and the worker of great prosperity for the present. It is different with the salaried man or woman and quite different with the merchant, especially the retailer, and the men in Big Business, for all these must sustain the handicaps arising from new and drastic war regulation and war taxation.

It is not difficult to account for the liquidation in the stock market. The bear rumor that the Germans are selling their securities is a little belated. At the beginning of the war, when they expected to win with a rush, they were sellers undoubtedly, but now with the world arrayed against them and facing inevitable defeat the best thing the Germans can have is American securities and the chances are that their bankers are buying rather than selling them.

As long as the public is in an uncertain frame of mind, there will be more sellers than buyers. The present uncertainty is apt to continue because we are once more about to have our annual depressing factor, the re-assembling of Congress. Just how this Congress regards the banking interests is evidenced by the very unjust and unfair denunciation of the bankers of New York as conspirators against the success of the Liberty Loan by Speaker Champ Clark.

I do not blame the Speaker so much, because, like many other Westerners, he got his idea of the situation from reading the editorial expression of such Democratic journals as the *New York American* and the *New York World* and probably such muckraking magazines as *Pearson's*. All of these have been denouncing the bankers almost up to the present moment, though the *World* recently had a good word to say for them. *Pearson's* has had nothing to say because, after unloading a quarter of a million of its worthless stock upon the public, this muckraking publication has gone into the hands of a receiver.

I wish that Speaker Clark could have been in Wall Street during the closing weeks of the Liberty Loan campaign. He would have found that the leading bankers and brokers had all virtually sus-

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pended their customary business and united in a terrific crusade to make the Liberty Loan a success. All promotions of new enterprises were set aside, all syndicates and almost all regular business were neglected or abandoned while bankers and brokers pleaded with customers to make the Liberty Loan a signal success.

Under this magnificent leadership, twenty thousand of the representatives, not only of the heads of the big banks, insurance companies, mercantile houses and exchanges, but also their employees marched through the streets of New York and created such a whirlwind of excitement that the Liberty Loan was "put over the top" with a rush.

One of my readers in South Carolina suggests the wisdom of his taking all the money that he can "beg, borrow or steal" and putting it in Liberty Bonds, with the purpose of holding them until the war is over and then to realize the handsome premium they will inevitably command. There is no doubt the Liberty Bonds are the safest investment and the most promising speculation on the market. The 4 per cent. they pay, their partial tax-exemption, and the Government's guarantee as to principal and interest make them the safest investment. The assurance of Germany's defeat is an assurance, also, of an early increase in the value of this prime security, to the decided advantage of holders who seek a substantial profit. Bought outright, or on margin, the Liberty Loan is the best bargain in the market, and one of the best that I have known during my forty years' connection with Wall Street affairs as a financial writer.

C., COLO. SPRINGS, COLO.: It would not seem wise to sell one's house to embark in any kind of a speculation in stock.

D., So. BROWNVILLE, PA.: Both Bethlehem Steel B and Westinghouse common appear to be good business men's speculations at present prices.

T., WASHINGTON, D. C.: The best stock on your list is Southern Pacific. Many regard Bethlehem Steel 8 per cent. pfd. with favor. I do not advise purchase of motor stocks at present.

S., HALIFAX, N. S.: It is safer to regard both Boston-Wyo. and Allen as highly speculative. Wright-Martin has received a large order from the Government which strengthens its position.

S., WATERBURY, CONN.: Your holdings are fairly good for these war times. I would not advise you to borrow on them to increase your risk. Keep your funds in liquid form for an emergency.

D., CHAGRIN FALLS, OHIO: Ohio Oil is in the Standard Oil group and is one of the promising industrial investments. It is paying good dividends, reporting large earnings and has a very large surplus.

S., NEW HAVEN, CONN.: Indications are that the copper companies may have to cut out extra, and perhaps reduce regular, dividends. It would perhaps be better to hold Nev. Con. than to sacrifice at a serious loss.

J., NEW YORK: The statement that Cumberland Producing & Ref. Co. was not a dividend payer turns out to be an error. It has paid 1 per cent. a month on par (\$1) since June last. The stock is still a speculation.

S., NEW YORK: One who knows little of the stock market can get a lot of information by writing to banking houses and brokers of standing for copies of the booklets they print for distribution free. See "Free Booklets for Investors" at the end of my department.

H., OAK HILL, W. VA.: It would be most unusual for any government to repudiate its sacred obligations or depreciate its own currency. The purchase of Russian rubles might prove profitable after return of peace, but it looks at present like a long-pull speculation.

H., No. YAKIMA, WASH.: While Studebaker is one of the better class motor stocks, it is at present, like all issues of its kind, under something of a cloud. The dividend rate has been reduced from 10 to 4 per cent. The future of the stock is at present uncertain.

W., ROCKVILLE, CONN.: It is hardly probable that Consolidated Gas will be granted an increase of rates. Like all other corporations the company feels the weight of increased costs and prospective heavy war tax. The company has a large surplus. It seems better to hold than to sacrifice the stock.

B., MILES CITY, MONT.: Stocks that look safe and reasonable include Atchison preferred; U. P. preferred; Corn Products preferred; American Sugar preferred; U. S. Steel preferred; Bethlehem Steel 8 per cent. preferred; American Smelting preferred; American Woolen preferred; U. S. Rubber 1st preferred.

M., READING, PENN.: Forced reduction of price of gas, increased costs of operation and need of funds for improvement purposes, with prospect of a heavy war tax, caused the postponement of People's Gas & Coke Company's dividend and a slump in price of stock. The stock is now decidedly in the speculative class.

H., ANACONDA, MONT.: St. Paul common if dividends are discontinued would not be as attractive as C. F. & I. paying 3 per cent. and earning six times that. While Inspiration Copper has much merit, it is a mining stock and likely to suffer greater fluctuation than a prime industrial or railroad security. Insiders have been selling.

J., CINCINNATI, OHIO: Chevrolet, being a dividend payer, is a better buy than United Motors, which has

not yet begun dividends. Owing to present conditions, it is not safe to predict the future of either of these stocks. Safer purchases would be the bonds or the pfd. stocks of leading industrial and railroad corporations which are seasoned dividend-payers.

M., BOYNE FALLS, MICH.: Willys-Overland stock is now at about its lowest, but it is difficult to predict the future status of any motor stock. The Overland Company is about to market a low-priced car to compete with the Ford. This may not be ready for some time. The Overland Company seems to be in a fairly strong position financially. Should there be a marked retrenchment in automobile buying, the motor stocks would suffer.

M., WAUKESHA, WIS.: The state of the market at such a time depends upon the investing public's state of mind and no one can forecast the latter. If the uncertainty regarding the future of the railroads and the extent of the war taxes is not removed, further liquidation is possible. A declaration of peace would be so welcome to all the world, if it meant Germany's defeat, that the exultation would be reflected in Wall Street, temporarily at least.

G., TOLEDO, OHIO: The common stock of the Union Electric Light & Power Company of St. Louis is \$10,500,000, practically all owned by the North American Company. The preferred is 7 per cent. non-cumulative. The first issue was \$1,000,000 and an additional \$1,000,000 is being issued. Dividends have been paid on preferred at the rate of 6 per cent. An official statement says that earnings are several times the dividend requirement. The company's outstanding bonded debt is \$19,600,000.

M., SALT LAKE CITY, UTAH: American Foreign Securities 5's are good and Liberty Loan Bonds are safe and sane. First mortgages of railroad and industrials that are seasoned dividend payers are safe and in normal times should sell higher. They can be bought to yield 5 per cent. or more. Among these are B. & O. first mortgage Pittsburgh Junction 3½%; Canadian Pacific first mortgage Wis. Central, Superior & Duluth 4%; Ill. Cen. first mortgage, Kankakee & So. Western 5%; C. B. & Q. first mortgage Ill. Division 3½%; So. Railway first mortgage St. Louis Division 4½%; and U. P. first mortgage Oreg. R. R. & Nav. 4½%.

C., ST. LOUIS, MO.: Hecla Mining is one of the large producers of silver hit by the Minerals Separation Company's suit for infringement of patent in using the oil flotation process of recovering metal from the ore. The recent fall in silver and lead affected the stock. War taxes are a very serious factor also. Earnings of the company are reported increasing, but the stock is speculative. Goodrich has suffered, like all motor stocks, from increased costs of operation, impending war taxation and general market conditions. The latest annual statement showed largely increased earnings and a handsome surplus.

New York, November 10, 1917

JASPER.

FREE BOOKLETS FOR INVESTORS

Besides purchases for cash or on conservative margin, investors can buy stocks and bonds on the partial payment plan through L. R. Latrobe & Co., 111 Broadway, New York. The firm invites correspondence.

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The Byllesby public utility securities have gained a wide and creditable reputation. It is claimed for them that they make generous returns, are stable and are backed by a time-tested organization. For detailed information regarding these issues apply for free circular L, to H. M. Byllesby & Co., Inc., 204 So. La Salle Street, Chicago, or 1204 Trinity Building, New York.

The good farm mortgage is widely considered the safest form of investment. The Oklahoma Farm Mortgage Company, Oklahoma City, the oldest and largest mortgage house in the State, recommends its 6 per cent. first farm mortgages based on valuable lands in Oklahoma, Texas, Arkansas and Louisiana. For details write to the company for its free booklet and list No. 905.

The situation in the business and financial world changes frequently. It is essential to every investor to be well-posted on the effects of events. That authoritative publication, "The Bache Review," gives sound interpretation of conditions and suggestions for investment. Copies mailed free on application to J. S. Bache & Company, members New York Stock Exchange, 42 Broadway, New York.

Business foresight depends on the possession of substantial facts. Babson Reports furnish these and so give the proper basis for forming sound judgment, leaving nothing to guess work. These reports are issued by the Babson Statistical Organization, Wellesley Hills, Mass., the largest organization of its character in the world. Particulars will be sent free to any interested investor who writes to Dept. K-10 of this organization.

Investors in this day of high prices need to secure a good yield on capital. S. W. Straus & Co., the well-known bond house, 150 Broadway, New York, and Straus Building, Chicago, offer 6 per cent. first mortgage bonds, safeguarded under "the Straus plan," in amounts of \$1,000 and \$500. Full particulars may be obtained by writing to the company for circular P-703, containing an investment list describing these securities.

As a consequence of the war, Americans are going to learn thoroughly the lesson of saving. How the people generally are responding to the country's need at this time and tasting the satisfaction of thrift is explained in John Muir's booklet, "The Birth of American Thrift," published as a public document by the United States Senate. Copies may be obtained on request from John Muir & Company, specialists in Odd Lots and members N. Y. Stock Exchange, 61 Broadway, New York.

Taxpayers are confronted with perplexing problems in connection with the new war-tax law. The National City Company, National City Bank Building, New York, has had a study and analysis of this law made by experts for the benefit of individuals, partnerships and corporations. Its 64-page booklet explains the income, war income and war excess profits taxes, showing the tax liability on a wide range of incomes and on varying percentages of profits on capital. This complete treatise can be obtained without charge by writing to the National City Company for booklet L-76.

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(Continued from page 703)

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Double Your Earnings by the Duratex Ready Prepared Mail Order and Agency System for Men's Furnishing Goods. Write Goodell & Co., 119 Duratex Bldg., New York.

How Many Friends on your Christmas Gift-List are Motorists?

An article of special interest to non-motorists as well as those who own automobiles will appear in the Motor Department of Leslie's for November 24th.

"Making Christmas Merry for your Motoring Friends"

by Harold Slauson, M. E.

It will offer suggestions as to the choice of automobile accessories as Christmas gifts, practical presents in keeping with the spirit of the times.

Don't Miss It

Turning the Bank Book Over to Uncle Sam

(Continued from page 702)

Poet of New York," who has written several excellent war songs:

LIBERTY BONDS

In ghastly rows the timeless dead
All pitifully lie,
The living meet the living still
Their task to do or die;
The fearful throne of blood and moan
Earth swears to overthrow,
Columbia, no lack of gold
Let thy brave heroes know.
The bonds of tyranny we'll break
With bonds of Liberty,
And wreck the throne of frightfulness
For all eternity.
With storm of steel and lurid flame
We'll meet the Tyrant's might,
And on the foe of humankind
Hurl all the strength of right.
The angry eagle's vision keen
On thunder blasted world,
Exults to see Old Glory's stars
And ample folds unfurled:
Thy toil-worn hands, Columbia,
Now bear those colors high,
Eternal ages call to thee
And Freedom shall not die!

Thinking men and women must, by this time, appreciate that in floating two great Liberty Loans the Government has done far more than raise funds to meet the needs of our men under arms and our allies. Uncle Sam, at last, has been able to give the people of this country their most splendid lesson in genuine saving by teaching them to purchase bonds. Previous to the floating of the first Liberty Loan, there were only about 300,000 bond buyers in this country of more than 100,000,000 people. Approximately 4,000,000 took the first loan and about 10,000,000 the second. This is a great stride in the right direction, but in making so many take it, credit must be given to the practically unknown workers who conducted the publicity campaigns.

The Last Flight

EDITOR'S NOTE.—The skylark sings as he mounts high in the air. But who would expect a song from one engaged in the grim calling of an aviator in the great war? And yet the flying man may sometimes be a poet, as these novel and original verses attest. The author, Dabney Horton, is a sergeant in the French Aviation Service. It is believed that this is the first poem written by a fighting aviator, and breathing the real feeling of an air-warrior, which has appeared in print.

O God of France, we pilots pray
For France's safety, and obey
Thy pointed finger in the gale.
Hail to Thee, Master of Storms, all Hail!
Keep me this day from sudden sorrow,
Spare me today, for I'm home tomorrow.

Guard me this day 'gainst the weakened wire,
The tiny bullet of flying fire,
The treacherous wing that would buckle or break,
To drag me down in its whistling wake.
The morrow brings respite from fighting
and flying—
And a breath of the Seine ere day is dying.

O God of France, by the prophet sung,
"The eagle that beareth up her young,"
Let me pass quickly the curtain of shell,
Grant Thy safe conduct, and landing well.
Watch o'er my flight till the sun be setting,
For the faces of friends, and a week's forgetting.

Only this day grant me Thy care,
Where I tempt the avenues of air,
Lest a heart too joyful of earthly things
Should heedless fall 'neath the foemen's wings.
Grant Thy support should I be falling—
Tomorrow I go, and Paris is calling!

On the soldier's road to the Gare de Nord,
There's a vision we love as we've loved before,
The Tour Eiffel keeping eternal tryst
With towering Montmartre through the Paris mist—

O Great Storm Master, from sudden sorrow
Keep me this day, for I'm home tomorrow!

—DABNEY HORTON.

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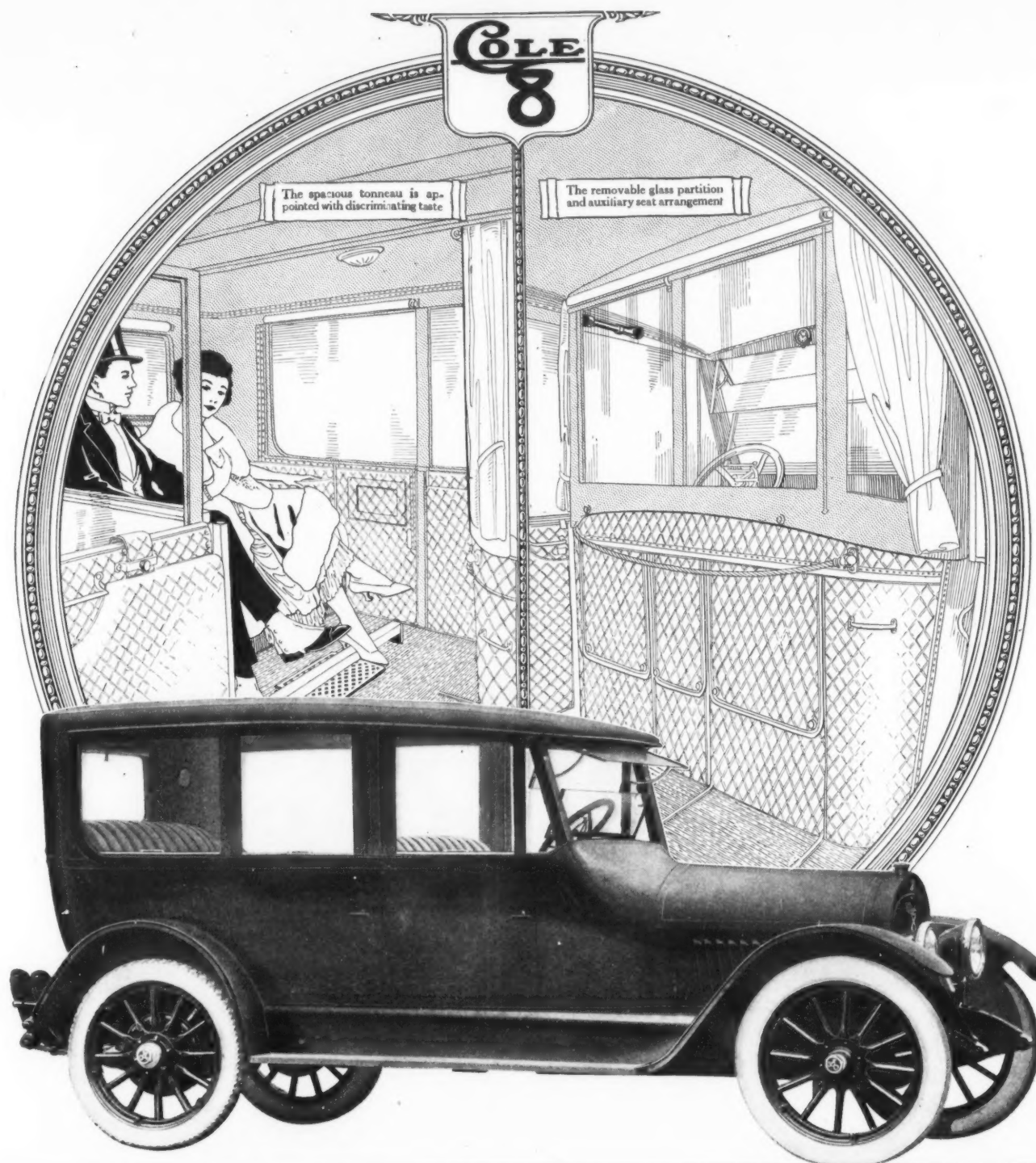
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